

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"MINERIE" having arrived, Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after October 17th, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before October 24th, 1919, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on October 16th, 9 a.m. No Fire Insurance will be effected.

Bills of Lading will be countersigned by THE BANK LINE LIMITED, General Agents.

Hongkong, October 16th, 1919. [1372]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"CITY OF FLORENCE" having arrived, Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd October will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 20th October, 1919, or they will not be recognized.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on 21st October, at 9 a.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE LTD., General Agents.

Hongkong, October 15th, 1919. [1333]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"FOOKSANG" having arrived from above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by Oct. 23rd, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Agents.

Hongkong, October 18th, 1919. [1388]

SHIRE LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Steamship

"CARDIGANSHIRE" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by Oct. 26th, 1919, at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Oct. 26th, 1919, at 10 a.m.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, October 21st, 1919. [1423]

BRITISH INDIA S.N. CO. (APCAR LINE).

"GREGORY APCAR."

Arrived Hongkong on Oct. 21st, 1919.

FROM CALCUTTA, RANGOON AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignee's goods will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.

Goods not cleared within a day, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents, Hongkong, October 21st, 1919. [1421]

CRIMINAL SESSIONS.

(BEFORE HIS HONOUR THE CHIEF JUSTICE.

(SIR WILLIAM REES-DAVIES, K.C.)

ROBBERY WITH VIOLENCE.

Chan Ting was indicted for robbery with violence in Kowloon Tong village on the night of August 27th.

The Acting Attorney-General (the Hon. Mr. H. E. Pollock, K.C.) prosecuted.

The following jury was empanelled:—Messrs. W. Anderson, F. Hobbs, R. L. Bingham, C. F. de Carvalho, F. W. Moore, B. M. Castro, and J. S. da Costa.

The Attorney-General said the prisoner was charged on three counts, all in respect of a robbery which took place on the night of August 27th, when three of the female inmates of a house were robbed of their property. There was no doubt that the prisoner was one of the robbers, because he was well-known to the inmates of the house, having worked there as a carpenter only about ten days previously.

Besides, he showed that he was familiar with the place because, of the 23 houses in the village, the house he robbed was one of the three which had a hole in the roof. The witnesses would say the prisoner was one of the robbers and that he held a revolver at them. Another point against the prisoner was that a pawn-tickets was found on him showing that he had pawned a \$5 gold-piece, which one of the women in the house claimed as her property. The pawn-broker could not identify the prisoner, but that was not strange because the prisoner might have sent someone else to pawn the coin, while it had to be remembered that the pawnbroker usually saw so many Chinese in one day that he could not very well be expected to remember all of them. At the Police-station, when charged with the offence, the prisoner made a statement to the effect that he had been called to the village "to make money" by another friend. The friend climbed on to the roof and went inside, and he (prisoner), feeling afraid, ran away.

The jury brought in a unanimous verdict of "Guilty," and the prisoner was sentenced to five years' hard labour and ten strokes with the "cat."

A KIDNAPPING CASE.

Cheung Fung, was indicted for kidnapping a Chinese girl ten years of age.

The Attorney-General said that at about 8 a.m. on August 24th, the complainant, a little girl of 10 years of age, went to the Central Market and was accosted by the accused, who finally took her to Tin Loong, in the New Territories, where she was sold for \$60. The intended purchaser made enquiries from the girl, and, having heard her story, informed the Police, and prisoner was subsequently arrested.

The prisoner stated that she did not know the child had been kidnapped. She was promised \$5 commission if she found a purchaser for the girl. She would ask His Lordship to excuse her this time, and she would not commit the offence again. God bless His Lordship if he excused her this time.

The jury found the accused "Guilty."

The Attorney-General then informed His Lordship that the accused had been sentenced to two years' imprisonment by Mr. Justice Melbourne, for a like offence, last Monday.

His Lordship, deferred sentence until this morning, in order to consult Mr. Justice Melbourne.

JURORS.

The jurors in waiting yesterday morning were dismissed until Monday morning, but those jurors who were called up for the case which was adjourned until this morning are expected to attend Court to-day.

ALLEGED DEMANDING MONEY BY MENACES.

At the Magistracy, yesterday, a Chinese was charged with demanding \$40 from a woman by menaces.

Defendant and complainant's husband were partners in a lottery scheme, but the partnership was dissolved owing to some financial difficulties. Defendant, however, continued to visit his partner's house and borrow money from him. One night, which the husband was away from home, defendant threatened to assault complainant unless she gave him \$40. She promised to let him have the money next day if he called. The defendant agreed, and, on making his appearance next day, was met by the Police and arrested.

Mr. Lindsell remanded the case till to-day.

Whaling corporations in Canada propose to utilize seaplanes in their industry.

"HIGH-HAND" PROCEEDINGS.

CHINESE LADY ARRESTED FOR BUYING WOOD BELIEVED TO BE STOLEN.

At the Magistracy, yesterday, the wife of one of the directors of the Wing On Co. was charged with being in unlawful possession of 330 catties of firewood.

Mr. H. L. Denny, for the defendant, stated that a man came to his client's house and asked her if she wished to purchase firewood. Like all other people, she purchased the wood without thinking it necessary to question the man as to how he came by it. A warrant was issued and she was arrested. It was a very high-handed proceeding, indeed, on the part of the Police. He did not think the Police would arrest a lady up the Peak in such circumstances. It was merely a question of a summons. As it was, they had very great difficulty in even getting bail.

At this stage it was discovered that the name on the warrant was not that of defendant, and Mr. Denny expressed himself as surprised that his client should have been arrested.

Mr. Lindsell replied that he had nothing to do with the matter. The defendant answered the charge and he had to bear the case. There was nothing irregular in his department.

Mr. Denny: There is. Where is the reasonable suspicion that the wood has been stolen?

Mr. Lindsell: The nature of the wood, it is not the ordinary firewood.

Mr. Denny: I do not think you can assume that all wood is stolen.

Mr. Lindsell: I think it is on you to prove that it is not stolen wood.

Mr. Denny: I bought it and paid \$2.65, which is not an unreasonable price.

Inspector Macdonald stated that it was the Forestry Department who had brought the action. They had received information that there was a quantity of stolen wood in the house. He was satisfied that the lady was the wife of the director of the Wing On Co.

Mr. Lindsell told the lady that she ought to be more careful in future about buying wood from strangers, and discharged her.

SALE OF A WIFE AGED THIRTEEN.

HUSBAND CHARGED WITH FALSE PRETENCES.

At the Magistracy, yesterday, a Chinese youth was charged with obtaining \$100 by false pretences.

Mr. S. B. McElderry, of the Chinese Secretariat, prosecuted.

Defendant: My mother sold the girl.

Mr. McElderry stated that a Chinese from a brothel would say that defendant's mother brought the girl to the brothel and offered her for sale. As no one wanted to purchase her this man said he knew of a person who would buy her and arrangements were then made for the sale of the girl. Defendant, his mother, and the "go-between," who had disappeared, went to the door of the house, and there defendant left them. The girl was sold for \$100, and a month later defendant went to the house and claimed her as his wife. She had previously been represented as an unmarried girl. The Police theory was that defendant had accompanied the others to the door of the house in order to be able to identify it later for his own purposes.

A man from the brothel gave evidence to the effect that he recognised defendant as the man who had accompanied the girl to the door of the house.

The wife stated that she was married to defendant when she was four years of age, and had lived with him since a year ago. Her husband was an earth cooler, and she assisted him by breaking stones. One day he and his mother told her that, as she was unable to work and support herself, they intended to sell her. Her husband accompanied her sister and her mother-in-law to the door of the house of the man who subsequently bought her.

In reply to her husband, witness stated that he never went to Taipei for work on the day she was sold. It was her husband who suggested selling her.

Complainant stated that he purchased the girl as a wife for his nephew. A month after the transaction defendant visited the house, accompanied by a Chinese detective, and claimed the girl as his wife. Witness objected, and they all went to the Yau-matli Police-station. The case was remanded till to-day.

A DUTCH STOWAWAY.

SEARCHING FOR EMPLOYMENT.

W. Erkelenz, a Dutchman, was charged at the Magistracy, yesterday, with stowing away on the *Gregory Apcar* from Singapore to this port.

Defendant admitted the offence, stating that he went to Singapore from Java as he did not like the latter place. He tried to get employment in Singapore and, not succeeding, applied to the Dutch Consul to be sent away. The Consul, however, refused to have anything to do with him, and, therefore, he stowed away.

Mr. Lindsell: Why did you come to Hongkong?

Defendant: To search for employment as a steward.

Sergeant Aris stated that the local Dutch Consul had promised to send defendant away after he had been dealt with by the Magistrate. The Consulate was not willing to pay any fine which might be imposed.

Mr. Lindsell: He has apparently committed other offences by coming here; he is without a passport for one thing.

Sergeant Aris: He was formerly a cook on the *Orel*. He left the vessel at Singapore and got stranded there. The *Orel* is here, but I do not know if he can get any employment.

Mr. Lindsell fined defendant \$50, with the alternative of 4 weeks' hard labour.

"A HOTBED OF GAMBLING."

SHAUKIWAN'S REPUTATION.

At the Magistracy, yesterday, twenty-two Chinese were charged with gambling in a house at Shaukiwian.

Sergeant Shannon stated that at 7.40 p.m. on Tuesday night he and Inspector Watt, with a party of Chinese detectives, surrounded the house. Witness went in and saw about thirty persons gambling. When the gamblers observed the Police they ran in all directions, upsetting tables and chairs in their efforts to escape. A special place, brilliantly illuminated with electric lights had been erected for gambling. Witness picked up \$4.88.

Some of the defendants stated that they entered the house to get out of the rain; others that they went to collect debts; while one man said he went in to remind his friends about next morning's work. All were dock-labourers.

Mr. Lindsell: Shaukiwian seems to be rather a hot-bed of gambling these days.

Inspector Watt: Yes, gambling is carried on extensively. The people go to the length of employing watchmen.

Mr. Lindsell: \$5, or 10 days' imprisonment, each man.

DECEASED BROTHER'S DEBTS.

IS THE SURVIVING BROTHER RESPONSIBLE?

At the Magistracy, yesterday, a building foreman was summoned for assault.

Mr. C. F. Mason prosecuted.

Complainant stated that on the night of October 16th, he went to defendant's place to arrange about some work. Defendant informed him that his (complainant's) younger brother, who was dead, owed him money, and he wanted witness to pay it. Witness replied that he did not see any reason why he should pay the money, whereupon defendant threw him on the ground and hit him with a stool. Complainant did not retaliate because he was not a strong man.

Defendant denied the assault. He complained that some work had not been satisfactorily done by the complainant, who then assaulted him.

Mr. Smith (to complainant): Are you willing to pay your deceased brother's debts?

Complainant: I do not see why I should.

Mr. Smith bound both parties over in bonds of \$50 each to keep the peace for six months.

AEROPLANE BEATS CABLE.

With reference to the direct non-stop flight from London to Madrid made by a Napier engine Alliance aeroplane on 31st July, an interesting point has been brought to notice. The flight itself was accomplished in 77 hours, whereas the cable announcing the arrival of the aeroplane at Madrid did not reach the Napier Co.'s office in London until 154 hours after its despatch. The fact that the cable took nearly twice as long as the aeroplane to cover the distance gives some idea of the possibilities of the aeroplane for commercial use.

PURITY CROSS SAVOURIES and ENTREES

made with a refined sense of niceties

CREAMED FINNAN HADDIE au GRATIN

35c. and 65c. per tin.

CREAMED CODFISH

30c. and 55c. per tin.

CREAMED CHICKEN a la KING

40c. and 70c. per tin.

LOBSTER a la NEWBURG

50c. and \$1 per tin.

WELSH RAREBIT

40c. and 65c. per tin.

SPAGHETTI ITALIAN STYLE

35c. per tin.

CREAMED SPAGHETTI au GRATIN

35c. per tin.

GRACED SPAGHETTI

35c. per tin.

LANE, CRAWFORD & CO.

UNIVERSAL IMPORT & EXPORT CO., GENERAL COMMISSION AGENTS.

(Hotel Mansions, Top Moor).

P.O. BOX 3148.

"VIOTYP" TYPEWRITERS.

IDEAL for travellers, a machine that you can always have in your pocket. Given away at \$18 and \$25 each.

Now exhibited at "The Victoria Printing Press."

Distributed by—UNIVERSAL IMPORT & EXPORT CO.

FRENCH or SPANISH.

QUICKLY, EASILY & DELIGHTFULLY ACQUIRED.

The Famous "CORTINA" LANGUAGE-RECORDS and text books, will teach you on your Gramophone, in spare moments at home.

Demonstrations and particulars from

Anderson Music Co.,

LIMITED,

16, Des Voeux Road.

Tel. 1322.

Wm Powell Ltd

TELEPHONE 346

NOW ON SHOW

SEASONABLE UNDERWEAR

IN EVERY WEIGHT AND SIZE

SWEATERS.

We have a large assortment of White and Coloured Sweaters for

GOLF, TENNIS, CRICKET, ETC.

GOLF HOSE, SOCKS & SHIRTS

IN PURE WOOL

GLYN'S HATS

IN

FELT, STRAW, VELOUR AND TWEED.

INSPECTION INVITED

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LTD.
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer
"RHESUS"

are hereby notified that the Cargo will be discharged into the Godown at the Wharf, where will be at Consignee's risk. The Cargo will be ready for delivery from 6 a.m. on and after Oct. 23rd.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on any Tuesdays and Fridays between the hours of 10 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Oct. 25th, will be subject to rent.

All Claims against the Steamer must be presented to the underwriter on or before Nov. 1st, or they will be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 22nd, 1919. [1434]

LOST.

NEAR Hongkong Hotel, Gold Horse-shoe BANGLE. Finder rewarded, if necessary, on return to—
Hongkong Hotel. [1415]

NOTICE OF REMOVAL.

NOTICE IS HEREBY GIVEN that the Branch Office of the LIVERPOOL AND LONDON & GLOBE INSURANCE COMPANY, LIMITED, will, on and after the 27th October, be transferred to St. George's Building (Second Floor) Chater Road, Hongkong.

Telephone No. 200—P. O. Box 451.
RIGBY H. F. KEWLEY,
Acting Local Manager.
Hongkong, October 21st, 1919. [1414]

TRY JAPANESE CHOW.

Sukiyaki Torinabe Chiri Yosenabe
Tenfura Kakimochi
Just the season and best cooking
HOTEL CHITOSE
1st Class H. Tel.
No. 6, Hau Fung Lane.
1397

WANTED.

FAMILY travelling to Europe in January will require NURSE to take care of 3 Children. First class passage paid and salary for services.
Apply—
Box No. 1416
Care of "Daily Press" Office.
[1416]

WANTED.

SECOND ENGINEER for British Steamer "SIRHAN"
Apply—
GERMINAL CIGAR STORE,
15, Nathan Road, Kowloon.
[1411]

WANTED.

FURNISHED HOUSE on the Peak, Five or Six Rooms for twelve months or longer.
Apply to—
W. L. B.,
Care of "Daily Press" Office.
[1408]

TO LET.

VACANT PLOT of Land at Yau-ma-tei
Apply to—
THE HONGKONG LAND RECLAMATION CO., LTD.
[1417]

TO LET.

VACANT PLOT of Land, 1/2
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
[1395]

TO LET.

SHOP in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Building.
[1418]

FOR SALE.

"MOUNT GOUGH" No. 131, THE PEAK, 6-Roomed House with Large Garden.
Apply—
LOXLEY & CO.,
York Buildings.
1255

WAI KEE

FLAG AND RAILMAKER
No. 122, Des Vaux Road Central,
Top Floor,
HONGKONG.
Telephone No. 1833

INTIMATIONS

ROYAL HONGKONG YACHT CLUB.

THE OPENING CRUISE of the above Club will take place on SATURDAY, OCTOBER 25th, at the Club House, North Point.

The attendance of Members and friends is requested from 3 p.m. onwards.
R. E. MACDOUGALL,
Hon. Secretary.
Hongkong, October 18th, 1919. [1401]

ROYAL HONGKONG YACHT CLUB.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of Members will be held at the Club House, North Point, on WEDNESDAY, NOVEMBER 13th, 1919, at 5.45 p.m., for the purpose of confirming the Resolutions passed at an Extraordinary General Meeting held on October 10th, 1919.

A Launch for the convenience of Members will leave Queen's Statue Wharf at 5.15 p.m.

By Order,
R. E. MACDOUGALL,
Hon. Secretary.
Hongkong, October 21st, 1919. [1419]

HONGKONG JUCKEY CLUB.

NOTICE.

MEMBERS are reminded of the HALF-YEARLY MEETING called for on SATURDAY, NOVEMBER 1st, at 12.30 p.m. at the Offices of the Jockey Club, on the Ground Floor of the Hongkong Club Annex, Chater Road.

G. W. GEGG,
Acting Clerk of the Course.
Hongkong, October 17th, 1919. [1403]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of A. S. WATSON & CO., LIMITED, will be held at the Hongkong Hotel on the 24th day of NOVEMBER, 1919, at Noon, when the proposed resolution, which was passed at the Extraordinary General Meeting of the Company held on the 30th day of October, 1919, will be submitted for confirmation as a Special Resolution.

"That the new Articles already approved by this Meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

Dated this 21st day of October, 1919.
JOHN D. HUMPHREYS & SON,
General Managers. [1420]

G. R.

NOTICE.

ALL Persons, with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1918.

Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

E. D. C. WOLFE,
Captain Superintendent of Police.
Hongkong, September 22nd, 1919. [140]

BEAUTIFY YOUR HOME

Flowers beautiful and make attractive the Home as nothing else can do.

FOR SALE

Flower and Vegetable

SEEDS

GRACA & CO.,
No. 10, WYNDHAM STREET,
HONGKONG.
P.O. Box 69.
[1413]

PALACE HOTEL, KOWLOON.

Corner of Haiphong & Hankow Roads
Tel. 1444; 1445; 1446.

Two Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurnished, is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS,
TERMS MODERATE.

Special Arrangement for Families on Application to—
J. H. OXBERRY,
Proprietor. [1411]

FRENCH LESSONS

G. MOUSSON,
15, MORRISON-HING ROAD.
[1412]

AUCTIONS

BY ORDER OF THE OWNERS.

PUBLIC AUCTION.

THE
VERY VALUABLE BUILDING SITE
Situated at
KOWLOON POINT,
TSIMTSATSUI.

WITH LARGE FRONTAGE ON
KIMBERLEY ROAD,
KOWLOON.

RIPE FOR IMMEDIATE DEVELOPMENT.

To be Sold by

PUBLIC AUCTION,

ON

THURSDAY,

The 30th day of October, 1919, at 12 o'clock Noon.

by

MR. GEO. P. LAMMERT

at his Auction Rooms in Duddell Street,
The Property Consists of:—

All that piece or parcel of ground situated at Kowloon in the Colony of Hongkong and registered in the Land Office as THE REMAINING PORTION OF KOWLOON INLAND LOT NO. 1184.

The Property is situated in a very desirable position ready for immediate building purposes.

Particulars and Conditions of Sale may be obtained from,

Messrs DEACON, LOOKER, DEACON & HASTON,
1, Des Vaux Road Central,
Hongkong.

Or From
MR. GEO. P. LAMMERT,
The Auctioneer. [1392]

PUBLIC AUCTION

By Order of the Mortgagees
MR. GEO. P. LAMMERT has received instructions to sell by Public Auction.

On FRIDAY,

the 31st day of October, 1919, at 3 o'clock in the afternoon at his Sale Room in Duddell Street, Victoria Hongkong.

The Steamship "ASIA"

1061 tons now lying in Kowloon Bay in the Harbour of Hongkong together with all the furniture, Store equipment and appurtenances now on board.

IN ONE LOT

This ship is a Chinese ship, registered in Canton and is constructed of steel. She has the following dimensions namely, Length 242 feet, Breadth 32 feet 6 inches, and Depth 16 feet 9 inches, and her speed is about 10 knots.

For further particulars and conditions of Sale and for orders for inspections of the vessel please apply to—

Messrs KUNG YUEN,
123, Wing Lok Street,
Hongkong.

Messrs DEACON, LOOKER, DEACON & HASTON,
1, Des Vaux Road Central,
Hongkong.

Or to MR. GEO. P. LAMMERT,
The Auctioneer. [1393]

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 3222.

FAVOURER with instructions from The Concerned,

will sell by Public Auction, TO-DAY (THURSDAY), October 23rd, 1919, at 2.15 p.m.,

at his Sales Room.

HOUSEHOLD FURNITURE AND EFFECTS:

Wardrobes, Desks, Chairs, Chest of Drawers, Dressing Table, Bookcase, Arm-chairs, Curio, Crockery and Glassware, Brass Ornaments, Vases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Overmantels, Sideboards, Napkins, Tablecloths, Hat-stands and a long line of Sundries.

Also
1 Thoroughbred Japanese Dog.
Terms—Cash on Delivery.
Hongkong, October 18th, 1919.

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 3222.

FAVOURER with instructions from The Concerned,

will sell by Public Auction, on SATURDAY, October 25th, 1919, at 2.30 p.m.,

at his Sales Room, Queen's Road Central (Old Post Office Building).

EXCELLENT HOUSEHOLD FURNITURE

Comprising:—
Chesterfield Couch and Arm Chairs, Blackwood Furniture, Brass and Iron Bedsteads, Tables, Brussels Carpets and Rugs, Overmantels, Silk Tapestry Covered Drawing Room Suite, Sofa, Easy Chair, Occasional Table, Extension Dining Table, Battered Mirror, Wardrobe, Pictures, Curtains, Bed Sheets, Crockery, Glassware, Ornaments, Cabinet, Teak Bookcase, Dinner Wagon, Dining Chairs, Silver Ware, Clocks, Marble-top Washstands, Cooking Stoves, Cutlery, Toilet Set, Electric boards and a long line of Sundries.

Also
1 Player Piano.
Catalogue will be issued.
Terms—Cash on Delivery.
Hongkong, October 19th, 1919.

INTIMATION

WATSON'S FINEST OLD BROWN LIQUEUR BRANDY



25 YEARS IN WOOD

SPECIALY SELECTED FOR

A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS.

TEL. 618

HONGKONG OFFICE: 10A, DES VAUX ROAD, C.

SHANGHAI OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 23RD, 1919.

GREAT BRITAIN AND HER MUSIC.

[CONTINUED.]

HAD anyone outside England been asked twenty years ago his opinion of English music, he would have answered very simply—"English Music! I did not know there was any." He would not have been quite accurate or fair, but, as most English people shared this opinion, he could hardly be blamed for holding it. Gradually, however, there started vague rumours that a certain ELGAR, an Englishman, was writing interesting and original music. Some people, more curious, or less prejudiced than the rest, began to make enquiries, and, to their great astonishment, discovered that England could boast quite a number of serious composers, of whom the younger men—a particularly encouraging and significant sign—possessed the most striking and original talent. Such was, more or less, the situation in 1914, when the war put an end to aesthetic curiosity for the time being. Now, however, when Europe is preparing to resume her intellectual and artistic life, it may be interesting to consider for a moment the question of English or, to be strictly accurate, British music.

Historically, British music is most important. Not only can it show a pedigree of unrivalled length, but it can boast of a school of composers who commanded in their day the unquestioned admiration of all Europe. Indeed, the madrigalists of the time of QUEEN ELIZABETH and the great Church composers of this and succeeding reigns are well known to musical students in every country, but, unfortunately, the ordinary lover of music is entirely ignorant of them. Yet MONTEVERDI, BYRD, HOWLAND, TALLIS, GIBSONS (and there are a dozen more scarcely inferior) rank certainly next to, and perhaps with, the greatest names in musical history. The greatest figure in British musical history is, of course, PURCELL. He flourished in the late 17th century and

has always been recognised as one of the truly great composers of the world. Had he been a German, there is little doubt that his music would be familiar to everybody even to-day; but British culture has never known how to advertise its heroes properly, with the consequence that to the ordinary lover of music PURCELL is a vague name in history rather than a living musical reality. After the death of PURCELL, British music, enchanted by the successive spells of Handel and Mendelssohn, went to sleep for a couple of centuries.

It was not till the middle of the Nineteenth century that there awoke again a serious national school of composition. This was due, in the main, to the talents and example of HUBERT PARRY, a typically English gentleman, whose music rises at times to great heights. Seconded by a brilliant and very talented Irishman, CHARLES STANFORD, PARRY undoubtedly laid the foundation of the modern British group, of which ELGAR is the acknowledged master, and in which a great number of younger composers display varied and, in many cases, remarkable talents. The word genius has been freely applied to ELGAR, perhaps with justice; but there can be no question, at any rate, that his music is very personal and interesting. His "Falstaff," "Enigma" Variations, and "Dream of Gerontius" would do honour to the most exclusive concert programme in any country. His idiom, without being startling, is decidedly his own, and his orchestral technique is as evident as his sincerity. But, speaking generally, musical Europe has already been introduced to ELGAR, and it can now make up its mind for itself as to whether or no it desires the introduction to lead to a closer acquaintance. There are, however, some half a dozen younger men deserving of formal presentation to the European public, some of whose talents are considered by many specialists, both in and out of Great Britain, to be at least equal to ELGAR'S. There is, for instance, VAUGHAN-WILLIAMS, whose two symphonies, the "Sea" symphony and the "London" symphony, are not only great English music but great music. His "Song Cycle," "On Wenlock Edge," is, moreover, very beautiful and well worth the consideration of a serious singer desirous of enlarging his repertoire. CYRIL SCOTT, too, whose piano concerti have been much praised, has written many charming songs of a rather lighter nature. So has JOSEF IRELAND, the composer of an extremely important and original Sonata for violin and pianoforte. Indeed, Chamber Music is one of the most distinctive features of the modern British school, and the work in this field, of FRANK BRIDGE, a most accomplished and prolific composer, deserves the widest recognition. Another composer whose work will well repay attention is FREDERICK DELIUS. A master of orchestral colour and a regular virtuoso in original and beautiful harmonies, DELIUS has been called "The English Grieg"; and, indeed, there is some resemblance between the talents of the two men, though DELIUS' music, perhaps, is not quite so strongly "national" in flavour. "In a Summer Garden," "Brigg Fair," "A Dance Rhapsody" for orchestra, as well as two lovely concerti for violin and pianoforte respectively, may be cited as some of his most successful and typical compositions.

Catalogues are always wearisome and there is little to be gained by enumerating a long list of names, but it would, nevertheless, be unfair to pass over in silence men like BIX, a writer of beautiful but, unfortunately, rather difficult music for the orchestra; GOOSON, a talented disciple of STRAVINSKI and author of some very amusing piano pieces; HOLBROOKE; EMMOCK; and VAN HOLST, who is thoroughly English in spite of his name. All these men have something to say and know how to say it. No one of them is great enough, perhaps, to compel universal admiration like a DEBUSSY or a STRAUSS, but few people will fail to find something to admire and even to love in the music of one or other of them. For the future of British music there could be no greater promise, because it is precisely out of conditions such as these that there arises sooner or later the towering genius who dramatises in himself, so to speak, the merits of a whole school.

One case (one death) of gastro-enteritis was reported in the Colony on Thursday.

Mr. P. P. J. Wodehouse returned to Hongkong yesterday on the s.s. Suwa Maru.

Lady Ho Tung and Mrs. M. K. Lo returned to Hongkong yesterday on the s.s. Yinchow.

Mr. and Mrs. G. H. Wakeman returned to the Colony yesterday on the s.s. Shinyo Maru.

The Netherlands Indian Government has declared Hongkong an infected port on account of plague.

For being in unlawful possession of 66 tacks of raw opium, a man was fined \$500 at the Magistracy yesterday.

The results of the Peak Stall raffles at last Saturday's M. C. L. Bazaar were as follows:—Lace tea-table cover, No. 11; lace tea-table centre, No. 12; hand-knitted woollen sweater, raffled by Mrs. Jackman, No. 12.

Mr. Philip Sergeant, who was editor of the Daily Press from 1908 to 1909, has done very well in the Chess International at Hastings, winning the minor tournament with the very fine score of 9½ out of 10. (One of his games was a draw). The winning game was short and sharp.

At the invitation of the Bishop the Rev. Father Antonio Henriques, Superior of the Jesuit Mission in Shikung, will conduct a spiritual retreat for the Chinese priests of this Vicariate and will preach at the Cathedral during the Triduan on the evenings of the 24th, 25th, and 26th. The Triduan will commence at 5.30 every evening, and the sermons will be in Portuguese.

CANTON NEWS.

CANTON, October 22nd.

M.P.S. AND THE MILITARY GOVERNMENT.

A group of about 40 M.P.s have published a statement denouncing the Military Government and explaining the reasons why a "real Government" is needed.

It also denounces Shum Chun-huen, the Chief Administrative Director of the Military Government, for sending representatives to the Peking Government, and for obstructing the resumption of the Shanghai Conference by giving no instruction or power to the peace envoys, because he intends to conclude a separate peace with Peking. The M.P.s therefore urge the formation of a real Government as soon as possible, so that an honourable peace may be concluded.

REDUCTION OF THE TAX.

The Civil Governor has received a circular telegram from the Minister of Finance in Peking stating that, owing to the decrease in the exportation of China tea, it has been proposed to reduce the export tax on the product by one-half. The proposal has been approved by the Cabinet, and the reduction of the tax will date from October 10th in every province. The Civil Governor has notified the Commissioner of the Canton Customs and the tax merchants accordingly.

ALLEGED EMBEZZLEMENT OF SALT REVENUE.

Arising out of the change of the Superintendent of the Salt Revenue Bureau, serious disputes have arisen between the M.P.s and the members of the Military Government. The former have discovered that more than a million dollars have been embezzled from the salt revenue, since the bureau was taken over by the local Government. The M.P.s have made the matter public and demand that auditors be sent to check the accounts of the Salt Bureau.

In regard to the appointment of the new Superintendent to the Salt Revenue, Shum Chun-huen denies that he issued the change without the consent of the other authorities, and says that the appointment was permitted by the Tuchun, and he only received information on the subject shortly after the new Superintendent had assumed office. The Tuchun, at the request of the M.P.s, who demand immediate payment from the salt-revenue, has replied that they will be paid regularly and should not misapprehend the situation.

The salt merchants in Chuechow (near Swatow) have recently sued the Assistant Superintendent of the Salt Bureau in Chuechow for having levied an extra tax on salt exportations. It is stated that a great decrease in the salt-revenue will be found in proof of the loss of business suffered by the merchants.

A BIG PIRACY.

A very big piracy is reported to have taken place near the town of Linchow, on the North River, the other day. Some junks which were conveying goods from Canton and Fatsan to various ports on the North River were looted. The crews of these cargo boats sought the pirates but were defeated and several of them were killed. All the junks were cleared of their contents, which are valued at more than a million dollars. The pirates took nearly the whole day to land the goods. It is the biggest piracy ever reported.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE WAR ON BOLSHEVISM.

RED FLAG AGAIN FLYING AT KRONSTADT.

HELSINGFORS, October 18th.

The Red Flag was again flying at Kronstadt this morning. The batteries at Krasnaja Gorka were active all night long.

CONFLICTING REPORTS.

LONDON, October 20th.

The news in regard to Petrograd and Kronstadt is very conflicting, being based chiefly on Yudenitch's communications and reports from Helsinki and from Stockholm, which are not considered too trustworthy.

The Russian Embassy in Paris announces definitely that, this morning, General Yudenitch occupied Petrograd, after the evacuation of the Red Army, but authoritative Russians in London do not anticipate the immediate fall of the city, and a Bolshevik wireless claims the recapture of Gatchina and Krasnoeelo, after which the Soviet Army started a counter offensive "which promises brilliant results."

General Yudenitch's dash to Petrograd was probably carried out with light forces. He advanced very rapidly at the outset, covering 40 miles in two days. Therefore a halt was necessary to enable supplies to come up.

General Yudenitch's army is small for such an enterprise as an attack on the capital. It is advancing on a long front from Narva to Pskov supported by Estonians and Letts on both flanks. Difficulties with these adherents have already developed.

Similarly, the rapidity of General Denikin's advance has not left his rear too secure against General Petlura's hostile Ukrainians.

A despatch from the Ukrainian Press Bureau to Copenhagen indeed claims that the Ukrainians have stopped General Denikin's offensive, also that many of the latter's troops have joined General Petlura and that this weakening of his anti-Bolshevik front resulted in the loss of Kiev.

Thus the Bolsheviks may not improbably be biding their time, or, in Kruger's phrase, waiting till the tortoise puts out its head to strike a blow, as was done successfully on previous occasions.

Military experts are now of the opinion that if General Yudenitch and General Denikin do not recover quickly, the fall of Petrograd and Moscow may not be expected before spring.

The extent of the fronts affected are indicated in a Bolshevik message, reporting fighting in the region of Lepel, 100 miles south-east of Dvinsk, also west of Kieff, east and south-east of Voronezh and with Admiral Kolchak in Siberia, in the neighbourhood of Petropavlovsk, Kurgan and Tobolsk.

The fate of Kronstadt is still obscure. A Yudenitch communication yesterday claimed the capture of Krasnaja Gorka, while an authoritative British statement simultaneously issued from Helsinki denied that it had fallen to the British fleet.

A Bolshevik message, yesterday asserted that the British fleet operating against Kronstadt were repelled by the fire of the land batteries, yet the British Admiralty says it is not aware of British naval attacks on Kronstadt.

"INTELLIGENT ANTICIPATION."

LONDON, October 19th.

Naval and military circles in London persist in considering the reports of the surrender of Kronstadt as merely intelligent anticipation, but admit that Petrograd is so closely invested that little short of a miracle will save the capital. The capture of Gatchina and Krasnoeelo are admitted by the Bolsheviks, while the War Office states that the Estonians co-operating with General Yudenitch are within four miles of Krasnaja Gorka, facing Kronstadt.

DENIKIN'S PROGRESS.

General Denikin, advancing on Moscow, has captured 20,000 prisoners in the past week, but he is not nearer Moscow since the capture of Orel, while he has still not recovered Kieff which a Bolshevik surprise attack captured on October 15th, and where, according to a Bolshevik bulletin, the Red troops are pursuing the enemy amid the burning suburbs.

BOLSHEVIKS TO DEFEND PETROGRAD TO THE LAST.

HELSINGFORS, October 20th.

It is now expected that Petrograd will be occupied before Kronstadt.

General Yudenitch's troops have occupied the station at Ligovo, 13 miles from the capital, and have reached Putiloff, a railway junction in the suburbs.

In a communication, General Yudenitch claims that he has cut the railway between Petrograd and Moscow by blowing up a bridge over the Tona river.

The Bolsheviks have concentrated 20,000 troops about Gdov on Lake Peipus and 10,000 near Petrograd. They are determined to resist to the last.

EARLIER CABLES.

FATE OF KRONSTADT AND PETROGRAD STILL UNCERTAIN.

LONDON, October 18th.

Reports of the fall of Kronstadt and Petrograd are still unconfirmed in London.

The bombardment of Krasnaja Gorka probably occasioned the Helsinki reports of the former, while the capture of Gatchina, Krasnoeelo and Krasnaja Gorka leaves General Yudenitch's road to the capital no longer barred by fortresses.

Meanwhile the Letts are turning the tables on the Germans at Riga. They have captured, after a fierce battle, Dunaumunde and Balderon, and taken many prisoners and much booty.

Allied cruisers are participating in the operations. The Germans continue to bombard Riga.

Reuters' correspondent at Helsinki reports that the Diet has formally refused to entertain the Bolshevik Peace offer.

LATEST CABLES.

INDIAN FRONTIER FIGHTING.

WANA WAZIRS CAUSE TROUBLE.

SIMLA, October 10th.

A gathering of Wana Wazirs, 300 strong, attacked a reconnoitring party between Manghi and Luni on October 8th. The casualties were 29 killed and missing, including one British officer. The enemy lost heavily. A column from Kaur Bridge, on October 8th, engaged the same party, then estimated at 600 strong, near Maghi, and first drove them back to the hills, but, later, apparently fell into an ambush. The column only reached Kaur Bridge after heavy fighting. The casualties are believed to be approximately 80 including two British and one Indian medical officers killed.

A fresh column with guns proceeded to Manghi on October 8th.

AVIATION.

AMERICAN TRANS-CONTINENTAL RACE.

MINNEAPOLIS, October 19th.

Lieutenant Maynard landed, to-day, from San Francisco—the first to accomplish the return trans-continental flight. Ten competitors have up to now been killed in this race, in which the winner covered 5,402 miles in 50 hours flying time.

THE FLIGHT TO AUSTRALIA.

PARIS, October 17th.

A Havas message says:—M. Poulet, the French aviator flying to Australia, reached Centocelle aerodrome at Rome, the end of the second stage of his flight, yesterday. His biplane is working well.

THE PACIFIC ISLANDS.

REPLACING OF GERMAN MISSIONARIES.

ROME, October 17th.

A Havas message says:—The Pope has granted an official sitting to Commodore Shinscio Yamamoto, in regard to the replacing of German missionaries in the Marianas, Carolines and Marshall Islands.

PRESIDENT POINCARÉ.

NOT TO RETIRE FROM POLITICS.

PARIS, October 17th.

A Havas message says:—

Replying to an address from the Bar-le-Duc Council, expressing the hope that after his term of office as President of the Republic he would again become Senator for the Meuse Department, President Poincaré wrote:—"Should an opportunity occur later for me again to represent the Department of the Meuse, which has suffered so terribly from the war, I shall certainly consider it my duty not to decline."

SERBIA.

MINISTERIAL CRISIS ENDED.

BELGRADE, October 19th.

The ministerial crisis is ended. The Dvedovitch Cabinet, whose resignation was cabled on September 14th, remains in office.

The Serbo-Croat-Slovene Peace Delegation, headed by M. Pasitch, has gone to Paris.

ASSOCIATION FOOTBALL.

ENGLAND SCORES ANOTHER VICTORY.

LONDON, October 19th.

England won the second victory international match against Wales by 3 goals to nil. The match was played at Stoke.

OBITUARY.

VISCOUNT ASTOR.

LONDON, October 19th.

The death is announced of Viscount Astor.

EARLIER CABLES.

INDIAN OVERSEAS ASSOCIATION.

INAUGURAL MEETING IN LONDON.

LONDON, October 18th.

An Indian Overseas Association has been formed with the object of maintaining the rights, privileges, and protection of interests of Indians residing outside India.

Lord Carmichael presided at the inaugural meeting, at which were also Lord Clyde, the Hon. William Ormsby-Gore, M.P., Colonel Wedgwood, M.P., and also Sir Krishna Gupta, Sir Mancherji Sowagree, and Messrs. Sastri, Chintamani, and Ramachandra Rao.

His Highness the Aga Khan was elected chairman of the Executive Committee. Mr. Bhownagree to the Deputy Chair and Mr. H. S. Polak as Honorary Secretary.

PRESIDENT WILSON'S CONDITION.

OPERATION NOT NECESSARY.

WASHINGTON, October 17th.

This evening President Wilson's condition is definitely improved. A prostatic operation will not be necessary.

FATE OF THE EX-TSAR.

AN AUTHENTIC ACCOUNT.

Reuters' Agency has received details of a report, drawn up by a French officer employed in an official French capacity in South Russia, giving what are stated to be the authentic circumstances of the murder of the Tsar and the Russian Royal family. The report is based upon information supplied by one of the detachment of soldiers detailed to guard the "Dom Ipatieff," at Ekaterinburg, in which the Royal family was detained, under the orders of a Jewish Commissary named Jouravsky.

A little after midnight on July 17th, 1918, the Tsar, Empress Alexandrovna, the Tsarevitch, the Grand Duchesses Olga, Anastasia, and Tatiana and the Grand Duchess Xenia, with the Court physician, Dr. Botkin, and three servants, were taken into an underground room of the house. There was not even the formality of an examination or interrogatory. All the members of the party were perfectly calm, and the Emperor carried his son, who was unable to walk through illness, in his arms.

When all were assembled in the room, Jouravsky, with another Bolshevik leader and nine Lettish soldiers, threw them selves upon their victims and massacred them with revolver shots. The French officer's informant (his name is withheld for obvious reasons), who was on sentry duty in the street before the house, where he had been specially stationed by Jouravsky to note to what extent the noise of the murder was audible outside, immediately rushed down to the scene of the massacre, where he saw the eleven bodies lying in a "tumbled mass" on the floor, covered in blood.

Only the Tsarevitch was still alive, and one of the murderers finished him with a revolver shot at point-blank range.

FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

WAR MINISTRY'S BUDGET REDUCED.

PEKING, October 21st.

The Budget of the War Ministry was discussed to-day in the House of Representatives. A reduction of twenty per cent. on the total expenditure was decided upon.

OUTER MONGOLIA'S AUTONOMY TO BE CANCELLED.

A movement has been inaugurated for the cancellation of the autonomy of Outer Mongolia, provided China undertakes the responsibility for all foreign loans contracted. The movement is expected to exercise a good impression on the Tibetans, who are disposed to independence.

"Little Hsu" leaves for Urga next week.

SUICIDE OF EUROPEAN POLICE-SERGEANT.

NO MOTIVE FOR THE DEED.

Some consternation was felt in Police circles, on Tuesday night, when the news was circulated that European Sergeant C. Robertson had shot himself fatally with a revolver.

It appears that the Sergeant was on duty in the afternoon, as usual, and did not seem to be depressed at all. He returned at about 5 p.m. to the No. 7 Police Station, where he was stationed, and, after marking himself off, went to the lavatory. Suddenly a revolver shot was heard, and when Inspector MacDonald went to the place he discovered that the door had been barred from inside.

It was forced open, and Sergeant Robertson was found lying fatally wounded, with a bullet wound through the right temple, penetrating the brain. He was immediately removed to the Government Civil Hospital, where he died four hours after admission.

The Police are at a loss to account for the deed, as the "deceased" has left no letter behind which might give a clue to his motive, neither did he appear to be troubled. The Police believe that the deceased, who had been on a few days' leave in the New Territory, had suffered an attack of sunstroke, resulting in temporary mental derangement.

The deceased came from Scotland and was about 37 years of age. He counted a service of nearly five years in the Force. Two of these he spent on war service in France, only returning to the Colony about two months ago. He was unmarried.

FUNERAL.

The funeral took place, yesterday evening, at Happy Valley and was of a semi-military character. The gun-carriage—on which rested the coffin, covered with the Union Jack—was drawn by a number of Police Sergeants. Immediately behind followed the Hon. Mr. E. D. C. Wolfe, C.S.P., Mr. C. G. Pardue, A.S.P., Chief Inspector Kerr, and Inspectors Kent, MacDonald, Watt, Grant, Gordon, and Davitt. The European, Indian and Chinese members of the Force and the detectives and warders brought up the rear of the procession. The funeral service was conducted by the Rev. J. Kirk Macdonachie.

Wreaths were sent by the Hon. Mr. E. D. C. Wolfe, Mr. C. G. Pardue, the No. 7 Police Station; Constables' Mess, Central Police Station; Sergeants' Mess, Central Police Station; Yaumati Police Mess; European Force, Shaikwan; Sergeants' Mess, Water Police; Interpreters of the No. 7 Police Station; No. 5 Station Mess; Inspectors of the Detective Staff; European Warders; Chinese detectives; Sergeants' Mess, No. 7 Police Station; Chief Inspector Kerr, Inspector and Mrs. Gerrard; Inspector and Mrs. Angus; Inspector and Mrs. Gordon; Inspector and Mrs. Davitt; Inspector MacDonald; Inspector and Mrs. Kent; Sergeants Pitt, Ogg, Rawson and Marks.

Approximately thousand Americans and 3,600 Portuguese soldiers are said to have married Frenchwomen recently. If the proportion is the same for other Allied troops in France, about one soldier in 30 has taken home a French bride.

SPORT.

GOLF.

ROYAL HONGKONG GOLF CLUB.

A match in the semi-final round of the Championship of the Colony was played, yesterday, A. B. Stewart defeating Major Leslie Smith by 3 up.

The other semi-final match, between S. H. Dodwell and Lieut.-Col. Cole, will be played on Friday, and the final will be decided on Sunday.

LADIES' SECTION.

Entries for the Railway Cup (Ladies' singles handicap at Fanling) will close on Monday, November 10th, at Fanling and Happy Valley.

HOCKEY.

HONGKONG H.C. v. STAFF AND DEPARTMENTS.

The first hockey match of the season was played on the Military ground at Happy Valley last evening, when a strong eleven from the newly-formed Hongkong Hockey Club—which arose out of the ashes of the H.K.D.C. Hockey Club—beat the Staff and Departments team by the best goal in five. The condition of the ground was such that good play was impossible, the ball being sometimes almost hidden in the long grass. This will, of course, be remedied in time for the next game, and the result will be, no doubt, a faster and a more scientific exhibition.

Taken as a whole, the Club were the superior team, and would have won by a bigger margin but for the very persistent and determined defence of the Military halves and backs. The Club opened the scoring, A. K. Mackenzie sending in a hot drive from close quarters during a melee in front of the Military "etadel." This put the Military-men on their mettle, and their efforts were rewarded by a goal scored by Knight. Before half-time, Edmonds added a second goal for the Club, who were leading by two goals to one at the interval.

Play slowed down in the second half for a while, but only till Evans had scored a third goal for the Club from a magnificent drive which gave the goalkeeper no chance. The Military recovered their efforts to score after this, and the Club's three backs (they played without a goalkeeper) had an anxious ten minutes. Knight all but scored again, while Horrocks, playing dashing, beat the Club defence more than once, but could not net the ball. About five minutes after the end of the game, Horrocks, by sheer hard play, scored a goal. The Club thus won by three goals to two.

The Club team contained some players who have much more than a workable knowledge of the game, though they still have to be seen on a fast ground. Hailton was undoubtedly the best of the three backs, for he showed excellent judgment in intercepting passes, in stemming the incursions of the opposing forwards, and in driving as powerfully as the ground would allow. Mitchell, played a very consistent game at centre-half, and led his forwards well. The Club forwards showed good combination, though at times Edmonds and Mackenzie were inclined to pass erratically. Evans was the best forward on the field. Wood did not have very much to do, for Edmonds went the ball always to Evans at Wood's expense.

A feature of the Military team's play was the excellent tackling of Bundle and Scouler, who time after time stopped the advance of the Club five in the pluckiest manner. Scouler, indeed, proved an adept at robbing his opponents of the ball. The halves were mediocre, doing much of their work by blocking their opponents and driving out the front string.

The teams were as follows:—
Staff and Departments: Cpl. Glennay, R.A.S.C. Capt. Bundle, C.F. Scouler, A.P.C. S. M. Gallagher, L/Cpl. Knight, R.A.S.C. L/Cpl. Kirby, R.A.M.C. Cpl. Horrocks, R.A.M.C. Sgt. Connor, R.A.O.C. Ptes. Rhodes and Filmer, R.A.M.C.
Hongkong Hockey Club: F. Scarborough, C. C. Hickling, W. W. Mackenzie, M. L. Raiton, E. J. R. Mitchell, G. H. Piercy, C. Hodgson, A. E. Wood, W. H. Edmonds, B. D. Evans (Capt.), and A. K. Mackenzie.

CRICKET.

CIVIL SERVICE v. INDIAN R.C.

The undermentioned team will represent the Civil Service C.C. in a League match against the Indian Recreation Club on the Civil Service ground on Saturday at 2.15 p.m.:—
Hon. Mr. C. Severn (capt.), R. O. Hutchison, Dr. Smalley, W. A. E. Wood, F. J. Ling, B. W. Bradbury, R. C. Witzell, H. E. Strange, J. S. Fletcher, G. H. Piercy and W. H. Edmonds.

C.R.C. 2nd XI. v. K.C.C.

The following will represent C.R.C. 2nd XI. against K.C.C. at Kowloon, at 2.15 p.m. on Saturday:—Wan Yu Shing, Chan Hin Lee, Lo Man Pan, Lee Man Kwong, Lai Kuen, Hung Man Chin, Sun Kwok Leung, Cheung Wing Kiu, Woo Pak Fuk, C. F. Lee and Wong Po Keung.

FOOTBALL.

HONGKONG F.C. v. POLICE.

The following will represent the Hongkong Club in a friendly game with the Police, on Saturday (kick-off, 4.30 p.m.) on the Club ground:—Rodger, Balfour and Carriere, Raiton, Stewart and MacPhail; Knight, Passo, Reichelman, McTavish (Capt.) and Rodger.

NOT RUINED BY THE WAR: U.S. EXPERT'S CHEERY VIEWS ON EUROPE.

"In war or in peace, the world, taken as a whole, pays its bills in full every night it goes to bed, and it must continue to do so until it establishes communication with the Man in the Moon and imports green cheese on credit."

At a moment when Europe is generally believed to be well advanced on the Road to Ruin, this cheery message may prove a valuable antidote to the prevailing pessimism—and all the more so as it comes from no less an authority than Mr. Oscar T. Crosby, president of the Inter-Allied Council on War Purchases and Finance, and Assistant Secretary of the U.S. Treasury during the war period, and a resident in Europe from 1917 to 1919.

Mr. Crosby bases his conviction that Europe has not been crushed by the war on the facts that peace finds the world with—

A larger production plant (including agriculture) than it had in 1914, and probably having a value greater than its losses.
A supply of labour possibly more efficient than, and almost as numerous as, it had in 1914.
Resources in raw materials sufficient for the present needs of the race.
No considerable losses, excepting merchant ships destroyed, the wear and tear on railroads, and the devastation wrought in battle areas.
Mountains of metal and other materials have been shot away in the war, it is true, says Mr. Crosby in the "New York World," but they were dug up and prepared for that very purpose. Shooting them away has impaired what may be called our undeveloped plant accounts, chipped something off the far end of our stick of candy—but that is a loss we shall feel till we get to that far end, if ever.

On the other hand, each of the principal belligerent nations has vastly increased its mechanical capacity for production.

England's biggest loss is that of merchant ships, while her power to replace those ships is so much increased that the loss will soon be more than made good. Her railroads, like those of every other country, have suffered a lot of wear and tear, but the larger part of a railroad's value is its road bed, and all road beds are substantially intact. England's soil and mineral deposits have not been seriously depleted by the war, while her skill in exploiting them has been increased. She is embarrassed by unusual labour demands, but wide publicity of discussion is slowly revealing the necessary limits of change in former conditions.

The case of France is much the same, while Germany is "well off except as to her merchant marine, which has not been lost to the world, but transferred to others. Her industrial plants are intact."

THE WORLD'S FOOD.
Mr. Crosby also has something interesting to say about the world's food situation:—
"What the world produces in food it consumes every year, no matter whether there is peace or war. The nations did not prepare for war by storing up food for the worms to devour. Food is perishable. Man has lived during the war on what is raised during the war. It will do the same this year and next. There is a hard pinch in some places before, but the crops now being harvested will take us over the peak of privation."

Speaking of the financial situation, this expert takes the view that paper debts and currency tangles are quite distinct from real resources and resources, and in this connection Mr. Crosby tells a story with a moral of a conversation he had had in Borneo with some natives who he never saw a white man before:—
"The only civilized commodity they possessed was a Chinese gong, which they used to amuse the villagers from the forest. Sometimes they would kill a wild pig. 'How much is a pig worth?' I asked."

"A gong," they answered.
"How much is a gong worth?" I insisted.

"A pig," they replied.
"So we must not be confused by money and the state of national finance," says Mr. Crosby. "So long as people have pigs to trade for gongs or pig-iron for smoked herring they are secure. Europe not only has such things to barter, but has learned how to produce them in greater quantities than ever."—M.E.

AEROPLANE FLIGHT TO AUSTRALIA.

A British aeroplane was to have left London on September 8th, en route to Australia. The airman, ex-Flight Commander H. A. Rigby, Royal Air Force, and his assistant, Mr. R. J. E. Bryce. The flight is an official effort, under the auspices of the Air Ministry and the Admiralty, and is no doubt being carried out with a view to "blazing the trail" for the competitors in the contest open to Australian airmen for a prize offered by the Commonwealth Government for a flight from Britain to Australia.

The provisional route from London is by the following stopping places:—Djibouti, Turin, Rome, Otranto, Athens, Alexandria, Damascus, Baghdad, Basrah, Bander Abbas, Gwadar, Karachi, Ajmir, Allahabad, Calcutta, Akyab (Burma).
Rangeon to:—
Tavoy (250 miles) or
Penang (340 ") or
Singapore (350 ")
Batavia (460 ")
Banjauwangs (450 ")
Kupang (Timor) (850 ")
Port Darwin (540 ")

It may be mentioned that three entries had been received for the Commonwealth Government's prize, the machines being a Martinsyde-Blenheim, a Repwite "Dove," and a Blackburn Rolle-Royce "Kangaroo" biplane. This competition will likely commence soon after the test flight is completed.

If you can't get me be sorry for yourself

THIS is a warning—and a recommendation! I am only a bottle, but the whisky I contain is scarce. Its quality bears the reputation of 240 years. No other is so rich and delightfully delicate. I am welcomed and esteemed in all good clubs and cultured homes, and wherever people of good taste meet and have fellowship—not for myself, remember. I am only a bottle, but I am famous for the fact that I contain

**HAIG & HAIG FIVE STARS
SCOTS WHISKY.** Everyone who appreciates the gentlemanliness of having a whisky of incomparable excellence for private and social use will secure a supply of.

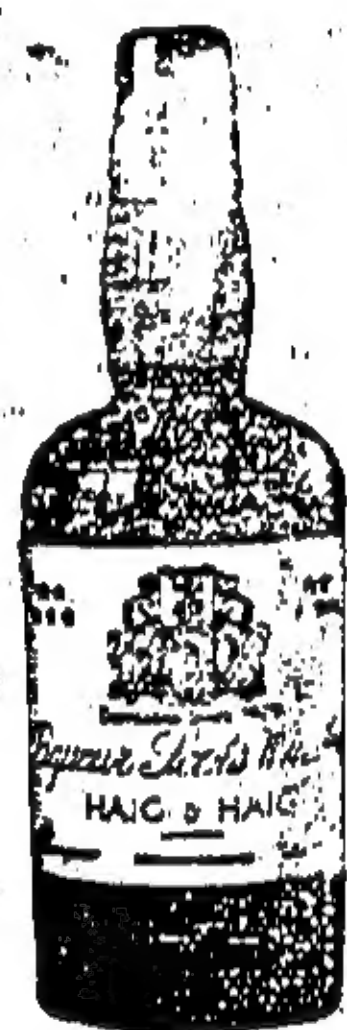


Haig & Haig Five Stars Scots Whisky

Haig & Haig Five Stars Scotch Whisky is a scarce commodity, and its delightful delicacy and charm cause it to be sought after by people of refined taste. It cannot be obtained everywhere—only first-class clubs and merchants supply it.

Place your orders in advance, and make as sure as you can of getting me.

DISTRIBUTING AGENT—
Donnelly & Whyte,
Hongkong.

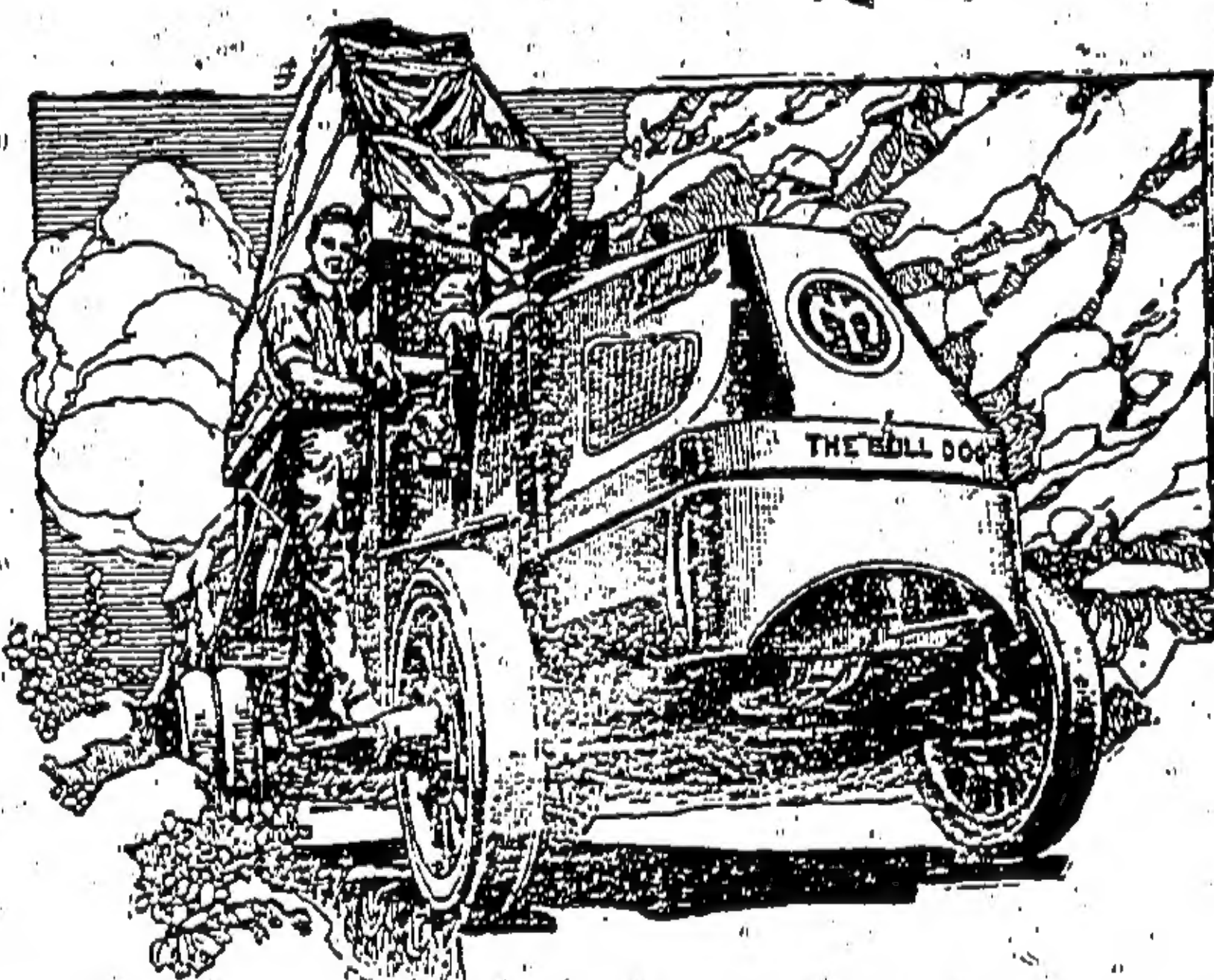


“ASAHI BEER”



SOLE AGENTS
MITSU BUSSAN KAISHA

THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 For Bladder Catarrh. No. 2 For Blood & Skin Diseases. No. 3 For Chronic Weaknesses.
Sold by L. DUBOIS, Chemist, 10, Rue de la Paix, Paris, France.
L. DUBOIS, Chemist, 10, Rue de la Paix, Paris, France.
L. DUBOIS, Chemist, 10, Rue de la Paix, Paris, France.



Bill Doo Mack's 5 1/2 ton Lorry which carried the priceless 100 lb reflecting mirror to the summit of Mount Wilson. The mirror reached its destination absolutely unharmed. The glass and the stand made a load of 1 1/2 tons. The lorry used was of a rated capacity of 5 1/2 tons. A transportation feat unique in motor lorry history. Demonstrates conclusively the elasticity of the Mack Lorry.

Mack Motor Lorries can go any place where horses, elephants and camels can go. If only the road is wide enough they can even travel a mule trail.

Their cost per ton-mile is cheaper than any form of animal transportation. And they are more dependable than any animal or human labor.

Mack Lorries are built complete in the Mack factories—not made up of assembled parts.

Responsible and energetic dealers required in each District.

INTERNATIONAL MOTOR COMPANY, New York, U. S. A.
5 STATE STREET
44 WHITEHALL STREET
Foster City, Philadelphia, N. J., Allentown, Pa.
Cable Address: Intertruck, New York. All Standard Codes used.

HOGG, KARANJIA & CO., LTD.,

Sole Agents for “Mack Motor Trucks” in Southern China.

**MARTIN'S
APOLAR
PILLS**

A French Remedy for all Urinary Troubles.
Removes all Urinary secretions & cleanses the system.
It is the only medicine that acts on the kidneys.
It is the only medicine that acts on the bladder.
It is the only medicine that acts on the prostate.
It is the only medicine that acts on the ureters.
It is the only medicine that acts on the urethra.
It is the only medicine that acts on the bladder neck.
It is the only medicine that acts on the bladder wall.
It is the only medicine that acts on the bladder floor.
It is the only medicine that acts on the bladder top.

PITTSBURGH STEEL CO.
NEW YORK, U. S. A.
Manufacturers of
**PITTSBURGH PERFECT GALVANIZED
BARBED WIRE**
3 Point and 4 Point
and other STEEL and WIRE PRODUCTS

COST OF THE NAVY. LORD FISHER'S CRITICISM.

The following was Lord Fisher's letter to the Times on September 2nd:—

“The two millions a day we are spending more than our income will not be saved by trifles or by trifling. It is incredible—it is uncalled for—it is ruinous waste that the cost of the Fleet is now 140 millions a year! (In 1904 it was 34 millions!) So the whole national expenditure before the war was only a third more than the present Navy Estimates. Then a huge anti-German fleet had to be ready to strike! Now that German fleet is at the bottom of the sea! Yes! Thank God our pre-war Fleet was instantly ready, and was efficiently ready to strike! But it didn't! It was the Lord that struck! There was no Napoleon, no Nelson, no Sedan, no Trafalgar! It was the Angel of the Lord went forth, and the German fleet were as ‘dead corpses in the morning’ (a la Sennacherib) when that armistice (which annihilated Germany) was proclaimed at the eleventh hour of the eleventh day of the eleventh month of 1918. Imagine! Here we are, getting on for a year ago, and yet spending this prodigious excess of two millions beyond our income!”

I have to say from severe experience and great obloquy that Departmental Committees or Cabinet Committees or even Prime Ministers are no use in such an extremity. You must turn out the whole spendthrift crew ‘back and crop’ who are responsible for this ruinous waste of money. You must be ruthless, relentless, and remorseless! Sack the lot! Those fearful souls who always shudder to ‘Shoot at sight’ and to ‘Think in oceans’ must take courage. We are wasting money on half the Navy because it is obsolete already by the immense development of big, fast ships and huge guns (the last light cruiser launched has more horse-power than the Lusitania, and the public saw recently in the Thames the monster, 18 in. Navy gun used in the war, and the 20 in. gun was ready to be built when I left the Admiralty on May 22nd, 1915), so half the Navy wants scrapping and the other half will be equally useless in a very few years because of the internal combustion engine and oil!

Let us all pray that Sir William Watson (our great poet) will not appeal in vain to his countrymen, in his wondrous poem ‘The Doom,’ to retrench! If the nation don't sack the spendthrifts, ‘Then is the day of crumbling not far off.’

HOW THE U-BOATS MET THEIR DOOM.

DRAMATIC STORIES TOLD IN THE
PRIZE COURT.

The story of the destruction of nine German submarines was told in the Prize Court before Lord Starns. In the first case, it was stated, H.M.S. *Ariel* chased a submarine twelve miles from Bishop Rock Lighthouse on December 8th, 1916. The U-boat submerged, but the *Ariel* followed her track, and swept over her with the high-speed submarine sweeper, and destroyed her. This was the *U-29*, with a crew of 23, none of whom survived. His Lordship awarded £115.

Whilst cruising off the south coast of Ireland on April 15th, 1918, H.M.S. *Sedamie* observed the German submarine *U-104*, which she promptly attacked and destroyed. Only one of the crew of 40 was saved. £200 awarded.

A flotilla of destroyers, consisting of H.M.S. *Milne*, *Miranda*, and *Mentor*, sighted an enemy submarine off the mouth of the Thames on May 9th, 1917. The helm of the *Milne* was put hard over, and the submarine rammed amidships. The U-boat sank, and the *Miranda* and *Mentor* dropped depth charges. £130 awarded.

A seaplane operating off Lowestoft sighted a submarine on May 20th, 1917, and at once chased and attacked it. Bombs were dropped, two of which struck the submarine and she was observed to sink. This was the *U-36*, with a crew of 26, none of whom survived. £125 awarded.

Whilst cruising in the North Sea on July 19th, last year, H.M.S. *Curlew* encountered the *U-110*. The commander put his helm over, rammed the submarine amidships, and repeated the manoeuvre. The enemy vessel was ripped open and sank. Out of a crew of 36 none survived. £180 awarded.

The British submarine *H4*, cruising in the Adriatic on May 23rd, 1918, came up with the German submarine *U-52*. She promptly fired two torpedoes, which struck the enemy vessel, causing her to break in two and sink. The lieutenant-commander and the quartermaster of the enemy boat were rescued out of a crew of 34. £170 awarded.

In the North Sea on March 10th, 1917, the British submarine *G14* torpedoed and sank the German submarine *U-63*. £145 awarded.

The German submarine *U-47* was chased and rammed in the North Sea on November 18th, 1917, by His Majesty's vessel *P57*. The submarine sank, and depth charges were dropped over her. There were no survivors of the crew of 29. £145 awarded.

The last success related occurred off the Norwegian coast on October 16th, last. The British submarine *L13* encountered the German *U-90*. A fight ensued, and the enemy vessel was sunk. There were no survivors of a crew of 37. £185 was awarded.

WOMEN LESS MORAL.

While there was a great falling-off in general litigation during 1917, divorce actions again showed a marked tendency to increase.

The increase was almost wholly accounted for by husbands' petitions, those of wives showing a remarkable decline. Does this mean that women are becoming less moral than men?

The official figures show a decline of 200,000 general actions during the year under review.

London and Middlesex provided a very large proportion of the matrimonial cause—1,151, or an increase of no less than 85 per cent compared with previous years.

It is interesting to note that five-sixths of the applications by “poor persons” were in respect of divorce proceedings.

VICTORIA THEATRE.

TO-NIGHT! TO-NIGHT!!

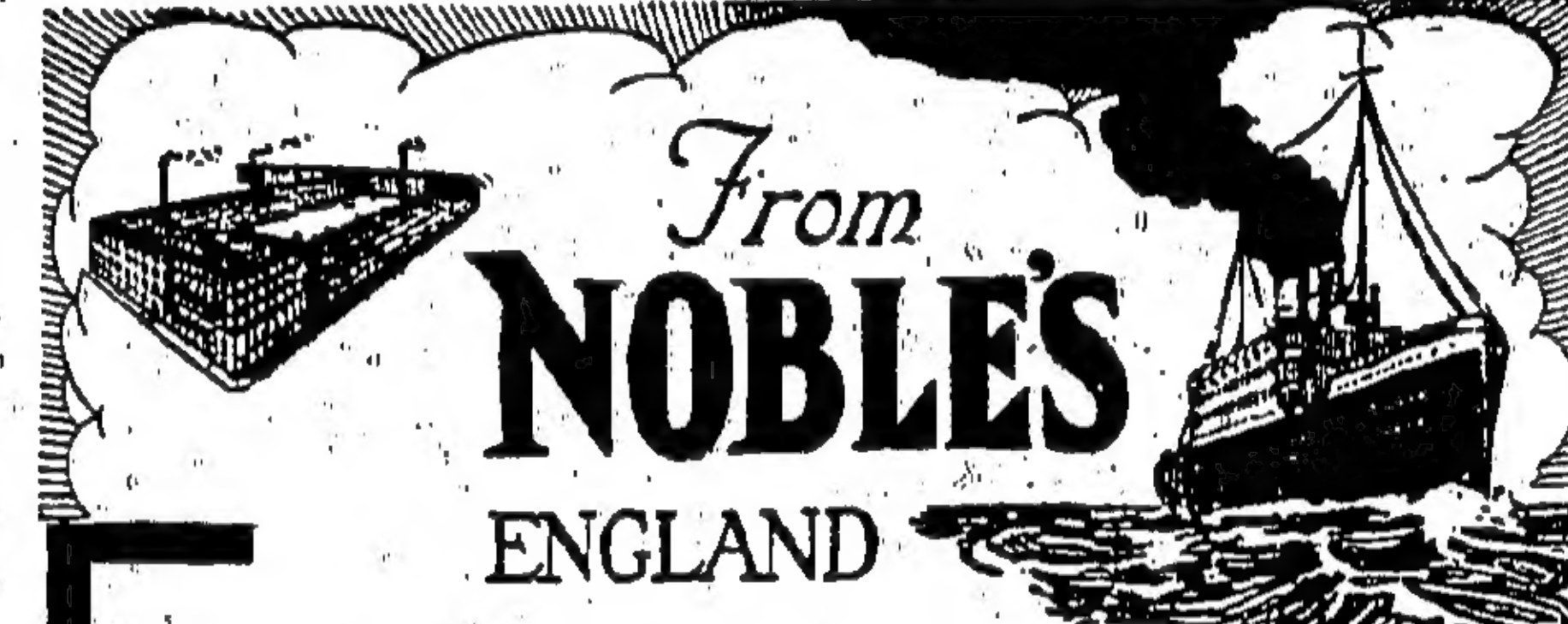


From farm hand to merchant prince—a visit to the fairies—how to win a Malden's love—how to be happy though hired—also,

A revelation of Farm Life as it should be by that Master Teacher

CHARLIE CHAPLIN

PRICES ... \$1.50, \$1 & 70 cents.



Direct from the Factory to your Home.

Buy all your Dress Requirements and Household Goods from the great British Mail-order House. You will be delighted with the quality and workmanship of the goods, the up-to-date and attractive styles, and the low prices. You can be smartly dressed and yet be economical if you purchase all you need from Noble's.

The New 68-page Catalogue.

Post Free from the “Hong Kong Daily Press,” Hong Kong (this saves you the time taken in writing to England in the first place). Send today for this beautiful illustrated catalogue—you will find it full of interest and value. It shows you how you can buy all Wearing Apparel for men, women and children, and your Household Requirements at factory prices, thus saving money on every purchase.

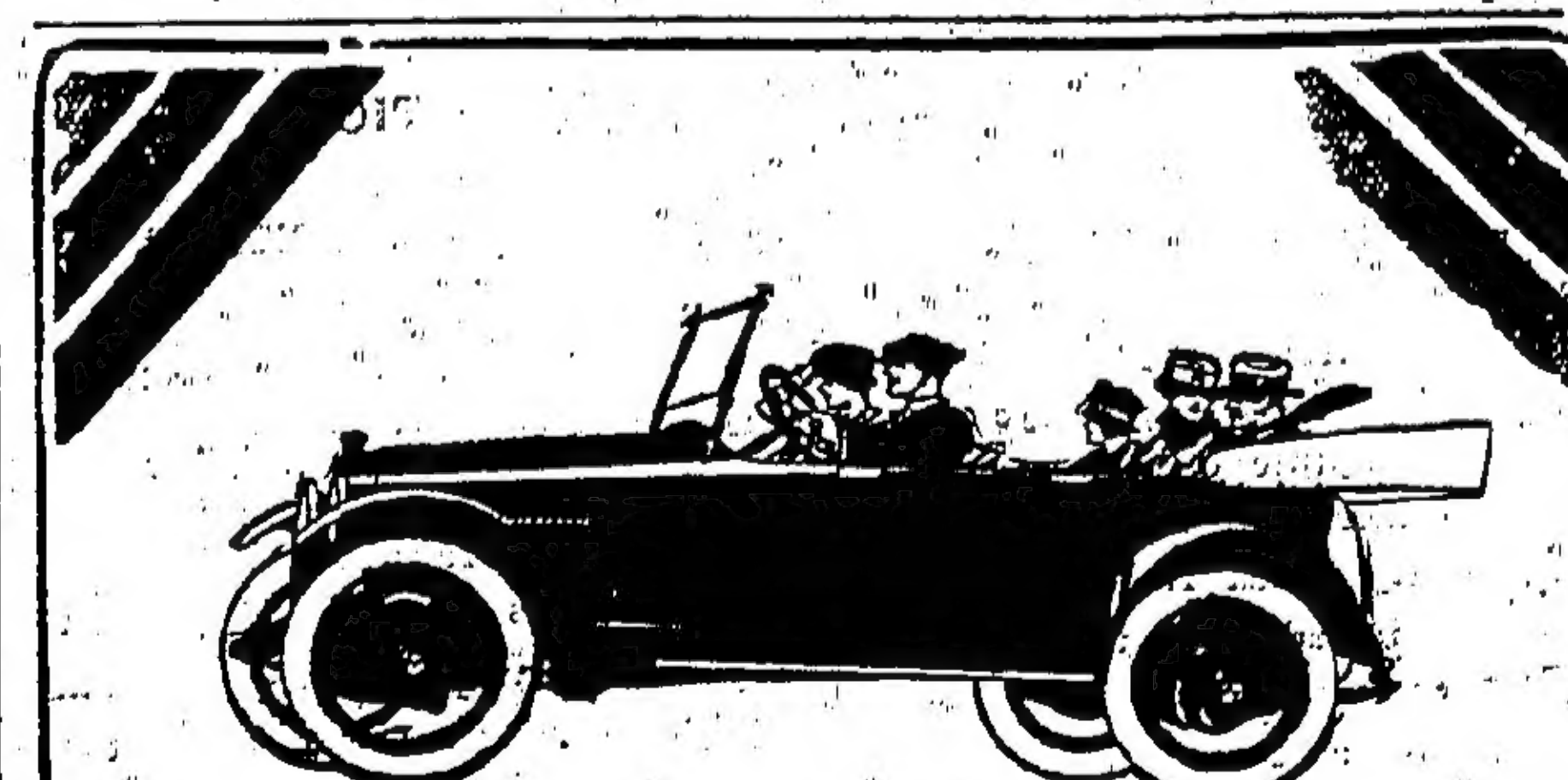
Some of the articles illustrated:

Tailor-Made Costumes	Underwear	Made to Measure Suits
Frocks and Coat Frocks	Baby Linen	Overcoats, Waterproofs
Skirts and Underskirts	School Outfits	Bedding, Linens
Blouses, Millinery	Hats, Caps, Footwear	Carpets, Curtains
Coats, Sports Coats	Ready-to-Wear Suits	Napery, Cutlery

PATTERNS. John Noble, Ltd., will gladly send a splendid selection of patterns Post Free on application to Manchester.

REMITTANCES (in full) should wherever possible be sent by sight on London or Manchester. Money Order, or by Bank Draft, payable at sight on London or Manchester.

JOHN NOBLE LTD., Brock Street Mills, Manchester, England.



HUPMOBILE

“The Comfort Car”

Simplicity of design and construction assures
Simplicity of adjustment.

ALEX. ROSS & CO.,
Machinery Department,
4, Des Voeux Road Central,
Telephone 2487.

LA PERLA DEL ORIENTE

GENUINE

MANILA CIGARS.

REINA VICTORIA

\$ 7.50 per 100-100 in box

PERFECTOS

\$10.00 per 100-25 in box

SUPERBAS

\$14.00 per 100-25 in box

BARONETS

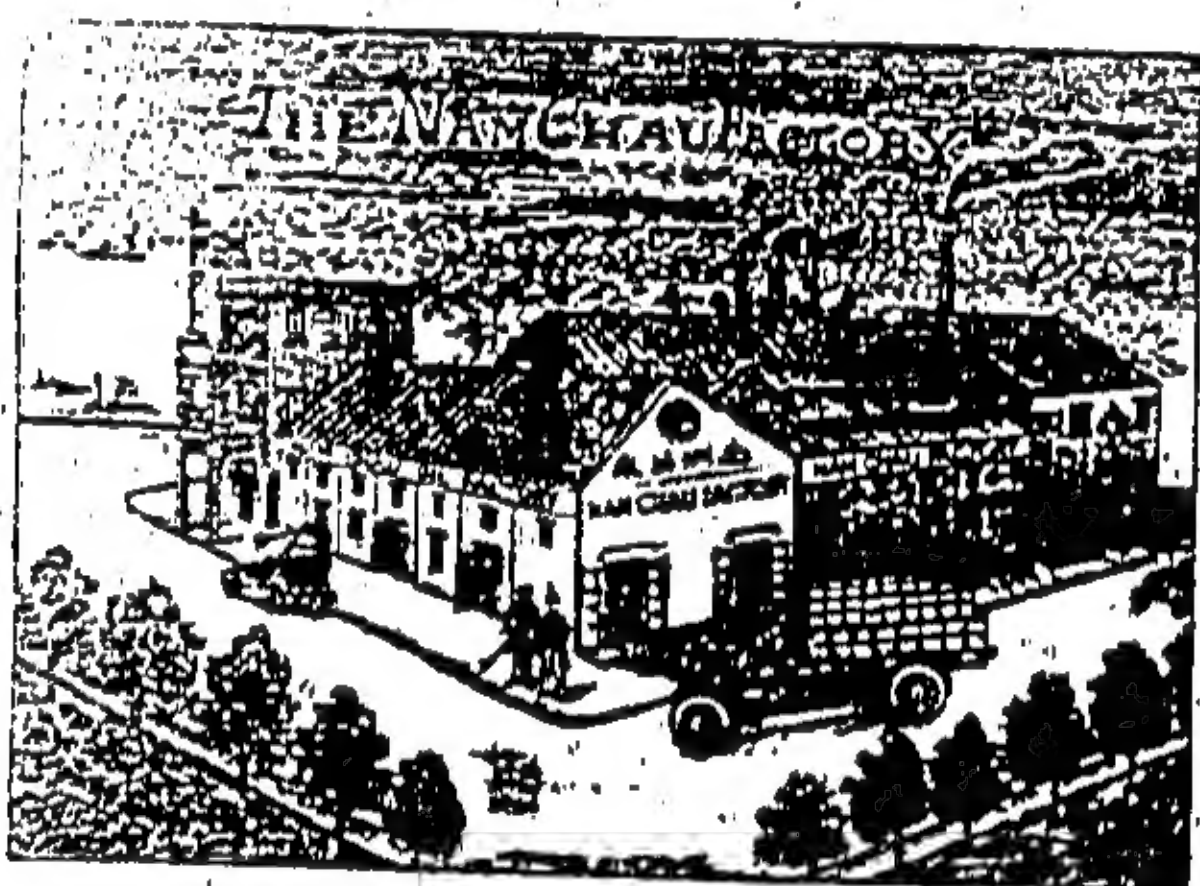
\$16.00 per 100-25 in box

TABAQUERIA FILIPINA,

SOLE AGENTS,

10, Des Voeux Road, Opposite King Edward Hotel.

OUR PRICE LISTS HAVE NOW BEEN PUBLISHED AND
THESE MAY BE HAD ON APPLICATION AT OUR STORE.



IMPORTANT NOTICE.

IN Manufactures the most Important Point is Improvement, and in Dietetics Cleanliness. Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil Butter or Lard, but when Slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against: Our Method shows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil while our Factory is Free from Dust. Our Oil is Clear, Sweet, and Fragrant; and Compares most favourably with other Oils used for Culinary purposes: there is no residue.

Prices are moderate so as to induce new business.

Analysis is always given before Shipment to Foreign Countries.

NAM CHAU OIL FACTORY,

Office:—No. 23, Connaught Road West, HONGKONG.

Factory:—No. 23, Kwei Lin Street, SAMSHUPO.

This Sole Proprietorship of this concern belongs entirely to a Chinese Citizen.

[895]

LA MINERVA
CIGARS de LUXE

When did I first smoke a "La Minerva" Cigar?
let me see—I think it was in '87. He was quite
a youngster then, in 1883 he was born. Never
before was his appeal to moderate and modern
men so great as now. Have you tried one lately?

EPICURES one of the "LA MINERVA"
family

ACTUAL SIZE, in Boxes of 25 \$2.

LANE, CRAWFORD & CO.

THE MENACE TO THE
WORKERS.THE LABOUR MINISTER ON
RANCOUR AND ILL-WILL.

Mr. G. N. Barnes, the Labour member of the Cabinet, spoke very frankly on September 1st, regarding the new menace which confronts organised labour in Great Britain. Presiding at the International Conference on Labour and Religion, at Browning Hall, when the subject for discussion was "perils to the workers from materialism," he said that never in the history of the world had there been a more striking illustration of the dangers of materialism than during the last few years, but the country had proved that there was something in mankind that could not be bludgeoned, something that guns could not kill. Even organised religion, however, had to some extent become an echo of individualistic teaching, and the Churches had lost their power, or otherwise how could they have tolerated a condition of things which was so obviously leading to a catastrophe? The war had scarcely begun when profiteers saw in it a chance of material gain. Fabulous fortunes had been amassed by individuals out of the materialistic scramble. He was sorry to see even now a more menacing new element in our midst. We were getting accustomed now to a struggle of organisation instead of individuals, and that struggle, unless it was well guided, might be even more harmful because more far-reaching in its results.

This is an age of organisation," said Mr. Barnes. "If it is rightly used, the results ought to contribute to the common good and equalise the chances of life. But if organisation be lopsided or controlled by those who are animated only by materialistic considerations, then it may get a stranglehold on the community." Some organisations, he added, were getting under the control of those who had little idea of reciprocal service. Mr. Barnes went on to speak of the leaders of Labour, some of whom, he said, had been to Oxford or Cambridge or some other place where they went through the mill of academic training and thought themselves superior persons, and posed before the world of Labour as guides, philosophers, and friends to people who had often got more sense than the guides and philosophers themselves. This, he was afraid, was having a bad effect on simple-minded workers. The workshop was becoming quite a different place from what it used to be. The best time of his life was spent in the workshop. He had worked for greater leisure and a greater share of the world's goods for the workman, and there was a joy and satisfaction in working for these things, but he never believed that the materialistic doctrines of rancour and ill-will would put things right. But that was what was now believed by an increasing number. He would not blame the workman, considering the conditions in which he lived, and who too often jumped to the conclusion that life was all prizes for the lazy and blanks for the industrious. All this was inevitable unless there was helpful and mutual contact between the workman and other classes.

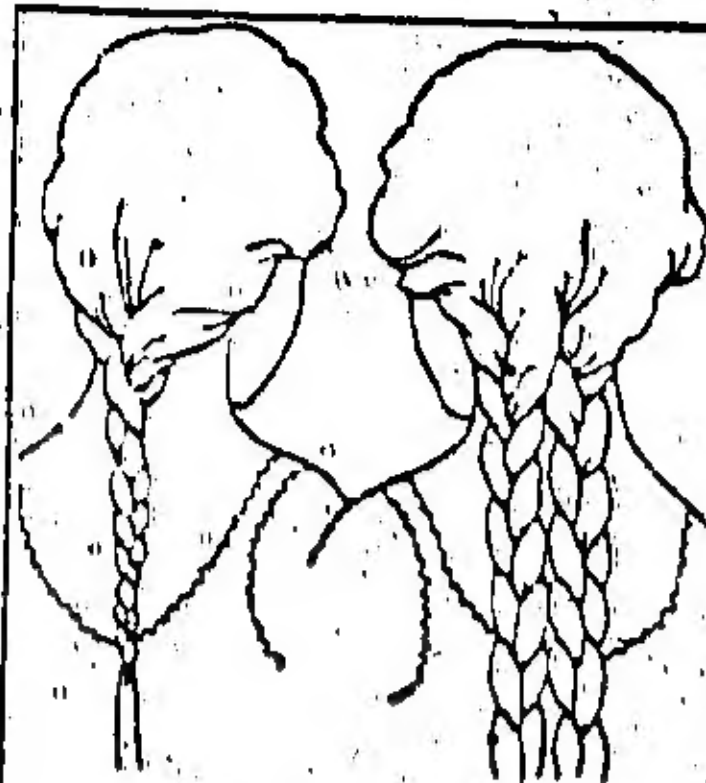
LOOKING TO HIGHER THINGS.

Yet, with it all, the workman felt that there was something in life which wealth and possessions could not give him. He felt that eating and drinking and living in fine houses was not the end of all things. He was right. They were only the beginning of things. He wanted his fill, but after that companionship and co-operation, such as to satisfy that something in our nature which was all of us and ought to be the best of us. Many regarded the Labour problem, Mr. Barnes proceeded, almost exclusively in terms of bread and butter—as a wages and stomach question. It was nothing of the kind. It was a religious question of man's proper place as man and not merely as a wage-earner. Common sense was asserting itself over the materialistic forces that had been gathering during the last few years. He had seen improvement during the last few months.

Six or eight months ago he was a little alarmed by a feeling of waking up in the morning that anything might happen during the day. But he thought we had now got over the worst. We have now to rally all the forces making in the direction, not only of combating materialistic forces, but of rallying all the forces which were disposed to life and labour to a higher plane of living.

Mr. Herbert F. Stend, warden of the Browning Settlement and organiser of the conference, said that he did not wish to give the impression that the working-classes were more materialistic than other classes. Their joy and hope had been that the workers were exempt from the curse of materialism that had been the moral ruin of the upper and middle classes. The idealistic classes in the world to-day were the working-classes, who were the pioneers of international unity when others had scoffed at internationalism. Old Labour leaders who had borne the heat and burden of the day had told him in tones of deep sorrow that they found in many of the younger workers of to-day a very different spirit from that which prevailed when they set out for better conditions. They found among the younger workers a greed of gain utterly irrespective of the welfare of their own class and still less of the community, and that there was a profiteering spirit abroad never known in earlier times. They had told him with tears in their eyes that the workers of to-day were too largely influenced by the desire to get as much as they could and to give as little as they could, and the tragedy of it was that they regarded that as happiness.

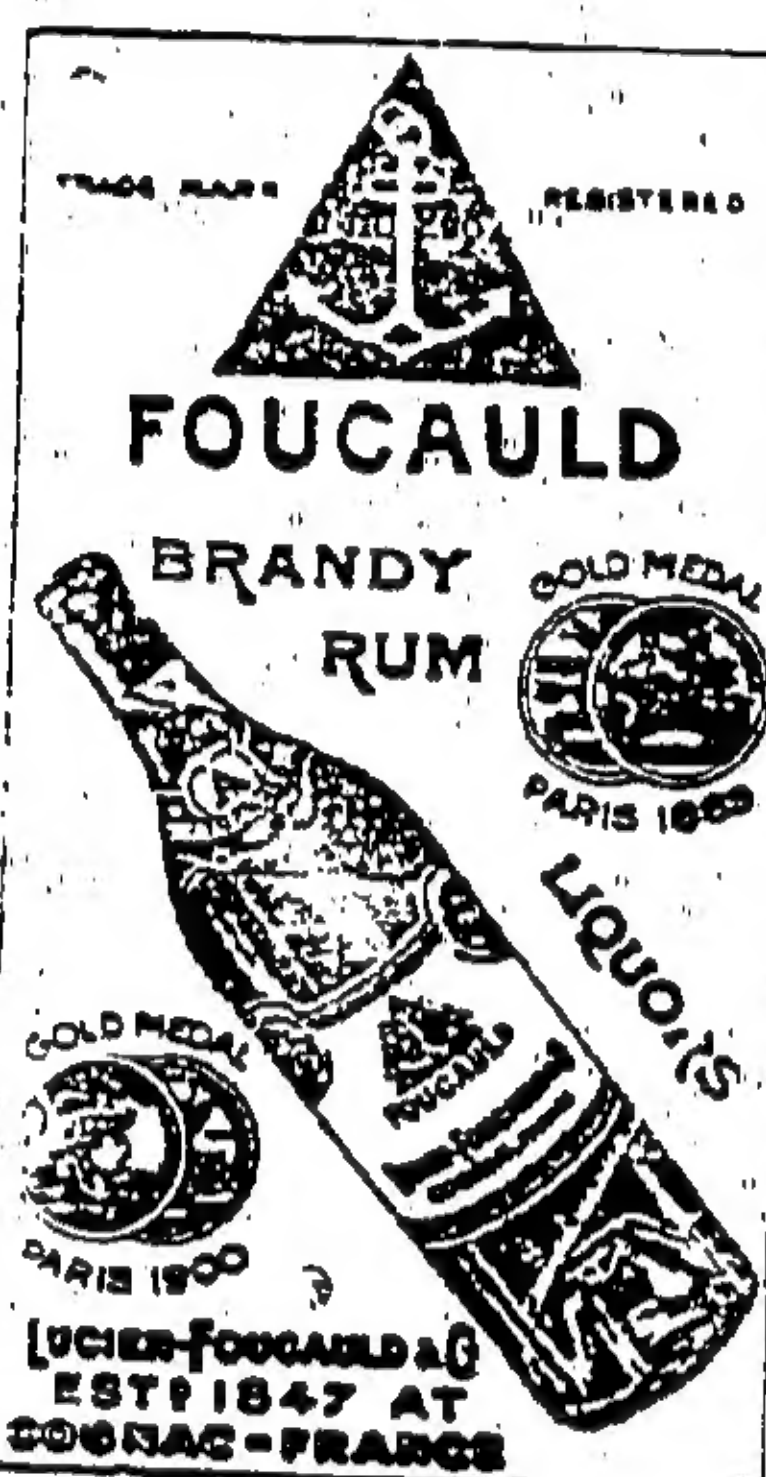
Mr. Cape, M.P., said they would never get a higher spiritual life among the workers unless the latter felt that they were not being exploited for the benefit of capitalist employers.

Thin Endy Hair
or Thick and Healthy?

A scalp cared for by Cuticura usually means thick, glossy hair. Frequent shampoo with Cuticura Soap are excellent. Precede shampoo by treatment of Cuticura Ointment to spruce of dandruff, itching and irritation of the scalp. Nothing better for the complexion, hair or skin.

Soap to cleanse, Ointment to heal. F. M. Barry & Sons Ltd., 27, Charles Street, London. Sold everywhere.

[31-13]



[85]

THE PENINSULAR AND
ORIENTAL STEAM
NAVIGATION CO.

STEAM FOR STRAITS, CEYLON
BOMBAY, EGYPT, MEDITERRANEAN
PORTS & LONDON.

Through Bills of Lading issued for
Bavarian, American, Continental,
and South African Ports.

THE Homeward Mail Steamer
"DUNERA"

Carrying His Majesty's Mail, will be
despatched from this port about November
12th, 1919 taking Cargo for the above Ports.
Passenger accommodation in the connecting
vessel, if available, secured before departure
from Hongkong.

Silk and Valuable Cargo for Italy, France
and London (under arrangement) will be
conveyed by this Steamer proceeding to
Bombay and there transhipped to the
on-carriage Steamer for Marseilles and
London.

Parcels will be received at the Office until
12 Noon the day before sailing. The contents
and value of all packages are required.
For further particulars, sailing dates, etc.
Apply to—

MACKINNON, MACKENZIE & Co.,
Agents,
P. & O. S. N. Co.

Post Box 113,
22 Des Voeux Road Central.

HALF A CENTURY REPUTATIONS
DR. LECLERC'S PILLS FOR THE
LIVER & KIDNEYS
Indispensable for diseases of these important organs
Gravel, Pains in the Back, Gout, Rheumatism, etc.
Price 3s., leading Chemists, or post free, Dr. LE
CLERC MED. CO., HAYES, ST. JOHN'S, N.W.
LONDON, ENGLAND. Deposits: Paris, 12, Rue
Carnot; New York, 90, BROADWAY STREET
Franklin, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.



THORNYCROFT

JOHN I. THORNYCROFT & CO., LIMITED,

SHIPBUILDERS AND ENGINEERS,

LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 65, Szechuen Road.

MARINE MOTORS AND MOTOR BOATS.

MOTOR LIGHTING AND PUMPING SETS.

SHALLOW DRAFT STEAMERS.

THORNYCROFT OIL FUEL SYSTEM.

Commercial, High-speed and Pleasure Craft.

THORNYCROFT WATER-TUBE BOILERS.

THORNYCROFT MOTOR VEHICLES.

Our Motor Engineer and our Naval Architect, both Thornycroft
experts, now resident in Shanghai will give attention to all inquiries.

Early deliveries can be made of 15-h.p., 30-h.p., 45-h.p., and
70-h.p. Kerosene Marine Engines.

R. R. ROXBURGH,
Manager for China.

[1353]

SHEWAN, TOMES & CO.

MOTOR DEPARTMENT.

Distributors for

COLE, DODGE & OLDSMOBILE Cars,
FEDERAL Trucks—FISK Tires.

HARLEY-DAVIDSON Motorcycles.

ARROW, BRENNAN, JACOBSEN, MEITZ,
RED WING, ROBERTS, & VENN-
SEVERIN Marine engines.

We stock Spare Parts also carry a complete line of
Auto-Accessories and Motorboat Fittings.

Motor Car Storage

and

Repairs of all descriptions under European supervision.

Re-painting a speciality.

Inquiries and Inspection Invited.

Call at our Motor Garage

[No. 7, Russell St. or Phone 659.]

[89]

'Allenburgs' Foods

The best alternative to Human Milk.

MILK FOOD No. 1 - From birth to 3 months
MILK FOOD No. 2 - From 3 to 6 months
MALTED FOOD No. 3 - From 6 months upwards

THERE is a greater demand than ever for the 'Allenburgs' Foods, both
at home and abroad, which existing conditions render it possible only
partially to meet. Government restrictions of Exports, scarcity of
material and shortage of shipping accommodation are difficulties that cannot
be altogether surmounted until hostilities cease. Supplies will be increased
as soon as possible, and in the meantime we would claim the indulgence of
consumers of the 'Allenburgs' Foods for any inconvenience experienced by them.

ALLEN & HARBURY'S Ltd.
Established 1715.



LONDON, ENGL.

[1370]

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following "U.S. Shipping Board" Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"ICONIUM" ... About Oct. 29th.

"SEATTLE SPIRIT" ... About Nov. 10th.

"WHEATLAND" ... About Nov. 11th.

"ENDICOTT" ... About Nov. 17th.

"ELKTON" ... About Nov. 19th.

"WESTERN KNIGHT" ... About Dec. 7th.

"ELDRIDGE" ... About Dec. 10th.

"EDMORE" ... About Dec. 22th.

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"WEST HARTLAND" ... About Nov. 10th.

"WABAN" ... About Nov. 15th.

"NISHMAHA" ... About Dec. 11th.

Through Bills of Lading issued to Overland Common Points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478. Fifth Floor, Hotel Mansions.

SHIPPING NEWS

ARRIVALS.

October 21st.
Hop Sang, British str., 1,356 tons, Capt. Ferguson, from Whampoa, with ballast. J. M. & Co.
Yungo Maru, Japanese str., 2,937 tons, Capt. Tara, from Singapore, with ballast. Suzuki & Co.

October 22nd.
Durrumbidgee, British str., 1,356 tons, Capt. Watson, from Canton, with ballast. Dodwell & Co.
Hama, French str., 377 tons, Capt. Morvan, from Haiphong, with a general cargo. M.B.K.
Japan, British str., 2,000 tons, Captain Munro, from Moji, with a general cargo. P. & O.

Katsura Maru, Japanese str., 1,024 tons, Capt. Yamamoto, from Keelung, with a cargo of coal. M.B.K.
Kwong, British str., 1,225 tons, Capt. Shearer, from Hongkong, with a cargo of coal. B. & S.
Quinnaburg, American str., 997 tons, Capt. Medina, from Swatow, with a general cargo. D. L. & Co.

Rheina, British str., 1,294 tons, Captain Wilkinson, from Liverpool, which port she left on September 15th, with a general cargo. B. & S.
Shingo Maru, Japanese str., 1,000 tons, Capt. Nagano, from Manila, with a general cargo. T.K.K.

Sunong, British str., 1,750 tons, Capt. Bowen, from Canton, with a general cargo. B. & S.
Sushu Maru, Japanese str., 1,000 tons, Capt. Toyota, from Canton, with a general cargo. O.S.K.

Suwa Maru, Japanese str., 10,927 tons, Capt. Shimizu, from Manila, with a general cargo. N.Y.K.
Tafuku Maru, Japanese str., 212 tons, Captain Tafuku-shiyo, from Keelung, with a cargo of coal. Yamato.

Triopon, Dutch str., 1,069 tons, Captain van der Wahl, from Tientsin, with a cargo of bulk oil. A. P. Co.
Yingchow, British str., 1,310 tons, Capt. Simon, from Tientsin, with a general cargo. B. & S.

CLEARANCES.

October 21st.
Fuo Shing, for Haiphong.
Hsin Tai, for Canton.
Nam Kung, for Haiphong.
Nam Wai, for Haiphong.
Shantung, for Shanghai.

October 22nd.
Barrumbidgee, for China Wan Tao.
Gregory Apcar, for Kobe.
Hsin Tai, for Canton.
Tafuku Maru, for Batavia.
Yingchow, for Tientsin.
Shuncheong, for Kwong Chow Wan.
Suntok, for Saigon.
Stanley Dollar, for Manila.

Taishan, for Canton.
Yungo Maru, for Shanghai.
Yingchow, for Canton.
Yuching Maru, for China Wan Tai.

PASSENGERS.

ARRIVALS.

Per s.s. Suwa Maru, on October 22nd: Miss E. B. Martin, Miss F. E. Meehan, Mrs. A. Hopwar, Miss R. Hopwar, Mrs. E. E. Smith, Mr. H. M. Hooker, Mr. R. de Kat, Mr. A. Button, Mr. and Mrs. I. Frost, Mr. and Mrs. S. Miner, Rev. and Mrs. C. Marquiss, Rev. and Mrs. J. Weeks, Mr. and Mrs. N. L. Raiton, Mr. R. H. Havelock, Mr. W. W. Patton, Mr. P. J. Woodhouse, Mr. W. E. Winter, Mr. L. Fernandez, Mr. O. F. Bruynoghe, Mr. and Mrs. V. Baptista, Mr. M. Mendia, Mr. M. Resurrection.

Per s.s. Shingo Maru, on October 22nd: Mrs. E. T. Burke, Rev. and Mrs. H. C. Bower, Miss L. C. Baldwin, Mrs. C. H. Baker, Miss H. Boice, Miss R. Clark, Miss E. Clapp, Miss R. Clifford, Mr. W. E. Cooper, Mr. P. V. Corpus, Captain C. L. Clifford, Mrs. C. L. Christianon, Mr. M. Duff, Mr. F. Ellis, Mrs. R. L. Elington, Mr. W. J. L. Ford, Mrs. F. C. Griggs, Mr. J. C. Griggs, Miss Eleanor Griggs, Mr. D. S. Gray, Mrs. C. G. Gulelli, Miss L. Hopkins, Dr. and Mrs. C. H. Hollenah, Miss J. Huggins, Mr. and Mrs. E. A. Hodges, Capt. G. L. Holmes, Mr. R. B. Howell, Mr. and Mrs. A. C. Henshaw, Mr. E. A. Heise, Mr. E. B. Joyner, Capt. and Mrs. A. Jenkins, Mr. and Mrs. A. M. Jacob, Mr. and Mrs. E. W. Koepp, Miss L. Knapp, Mrs. E. Linn, Mr. N. Lonsdale, Miss A. Ludgate, Mr. M. Mobin, Miss M. McEwen, Mrs. N. Montgomery, Mrs. S. B. Moran, Mr. J. Mitchell, Dr. E. May, Mrs. M. Mercado, Mr. A. Magsaysay, Mr. and Mrs. J. M. Noronha, Mrs. M. de Neves, Miss L. de Neves, Mrs. E. W. Pendleton, Mrs. J. O. Pleck, Miss L. Puissengur, Mr. and Mrs. B. F. Perkins, Miss H. Roberts, Lieut. and Mrs. E. C. Rogers, Mr. F. M. Sowers, Mrs. F. E. Skinner, Mr. and Mrs. H. B. Smith, Judge G. W. Sommerville and Mrs. Sommerville, Miss B. Wachob, Mr. and Mrs. J. C. Worley, Mrs. T. White, Mr. and Mrs. G. H. Wakeman, Mr. H. S. Yates, and The Hon. T. R. Yanco.

SHIPPING MOVEMENTS.

The s.s. *Endorah* sailed from Yokohama for Honolulu on the 17th inst. Cable advice has been received that the s.s. *Endorah* sailed from Yokohama for Kobe, Shanghai, Manila and Hongkong on the 18th inst.

The R.M.S. *Empress of Japan* left Shanghai on October 21st, and is due at Hongkong at daylight on October 24th. The N.Y.K. s.s. *Tama Maru* (Calcutta line), left Singapore on October 21st, and is expected here on October 29th.

P. & O.-BRITISH INDIA & APCAR LINES

(COMPANIES INCORPORATED IN ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE ETC.

SAILINGS FOR MARSEILLES AND LONDON VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"PRINZESSIN"	29th Oct.	1st Dec.	10th Dec.
"KHIVA"	1st Nov.	3rd Dec.	12th Dec.
"NOVARA"	7th Dec.	8th Jan.	17th Jan.

FOR BOMBAY VIA STRAITS & COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
"DUNERA"	12th Nov.	29th Nov.

FOR CALCUTTA VIA STRAITS & RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
"JAPAN"	24th Oct. at 1 p.m.	15th Nov.

FOR SHANGHAI, MOJI, KOBE, etc.

S.S.	Leave Hongkong about	Due Yokohama about
"GREGORY APCAR"	23rd Oct. 8 a.m.	31st Oct. (Kobe)
"DUNERA"	28th Oct. at 10 a.m.	29th Oct. (Shanghai, Weihaiwei)
"NOVARA"	7th Nov.	31st Nov.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 2ft. x 2ft. x 1ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to MACKENZIE & CO., 22, Des Voeux Road Central HONGKONG.

THE EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamer	For	Date of Arrival	Date and Time of Departure
"ST. ALBANS"	Sydney, via Queensland Ports	30th Oct.	2nd Nov. Noon.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.
A daily qualified Surgeon and Stewardess are carried on each vessel.
For Passage Rates and further particulars, apply to—

GIBB, LIVINGSTON & CO., AGENTS.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE.

(OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"EURYMEDON"	... via Panama ...	30th Oct.
"EURYLOCHUS"	... via Panama ...	30th Nov.
"CITY OF NEWCASTLE"	... via Suez ...	30th Nov.
"KNIGHT TEMPLAR"	... via Panama ...	22nd Dec.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to— BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG. HONGKONG AND CANTON. BEISS & CO., CANTON.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
KOBE via Moji & Yokohama	"FOOKSANG"	Wed., 23rd Oct., 5 p.m.
YOKOHAMA	"YUENSANG"	Fri., 24th Oct., 3 p.m.
HANDARAN	"HINSANG"	Sat., 25th Oct., Noon.
SHANGHAI	"WOSANG"	Sun., 26th Oct., 11 a.m.
NEWCHWANG & DALNY	"TUNGSHING"	Tues., 28th Oct., 2 p.m.
TIENKIN, via Weihaiwei and Chefoo	"CHUNGSHING"	Tues., 28th Oct., 3 p.m.
STRAITS & CALCUTTA	"KUNSHING"	Tues., 28th Oct., 3 p.m.
MANILA	"LOONGSANG"	Fri., 31st Oct., 3 p.m.

CALCUTTA LINE.—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS ALL European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

LLOYD TRIESTINO S.S. "NIPPON"

For SINGAPORE, COLOMBO, PORT SAID and TRIESTE End of November.

To be followed by

S.S. "PERSIA"
S.S. "AFRICA"

For freight or passage apply to—

DODWELL & CO., LIMITED,

Agents.

112

CP & OS

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki ("Moji") Kobe & Yokohama)

STEAMERS	From Hongkong	Due Vancouver
Empress of Russia	Oct. 30	Nov. 17
Empress of Japan	Nov. 12	Dec. 3
Empress of Asia	Nov. 27	Dec. 15
Empress of Russia	Dec. 26	Jan. 12
Empress of Japan	Jan. 7	Jan. 28
Monteagle	Jan. 3	Jan. 27
Empress of Asia	Jan. 22	Feb. 9
Empress of Japan	Mar. 3	Mar. 24
Empress of Russia	Mar. 11	Mar. 29
Monteagle	Mar. 22	Apr. 15
Empress of Asia	Apr. 8	Apr. 26
Empress of Japan	Apr. 28	May 19
Empress of Russia	May 6	May 24
Monteagle	May 29	June 22
Empress of Asia	June 3	June 21
Empress of Japan	June 23	July 14
Empress of Russia	July 1	July 19

Passage Rates Hongkong to United Kingdom.

Express of Russia	18,850 Tons Reg.	Gold 8,000 Tons Reg.	Gold 8,485
Express of Asia	18,850 Tons Reg.	Gold 8,000 Tons Reg.	Gold 8,485
Express of Japan	18,850 Tons Reg.	Gold 8,000 Tons Reg.	Gold 8,485

Fares & sailings subject to change without notice.

For Fares and other information please apply to HONGKONG OFFICE.

Telephone 733. Cable address: GACANTAC.

CANADIAN PACIFIC OCEAN SERVICES

BANKER & CO.

WEST RIVER PASSENGER SERVICE.

THE M/S "KONG NING" (Captain Goings) will leave the Sai Kong Wharf (Canton Road West) for WUCHOW via West River Ports on October 24th.

This vessel has excellent European accommodation for first-class passengers, and was built expressly for the West River trade, being fitted with electric light and and is complete with every modern convenience.

An excellent table is provided.

Owing to the lack of hotel accommodation in Wuchow passengers taking the round trip will be allowed to remain on board the vessel without extra charge.

For freight and passage apply to—

BANKER & CO., 1st Floor Hotel Mansions,

Messrs. THOMAS COOK & SONS, Passenger Agents.

1212

GLEN AND SHIRE

Joint Service of Steamers.

U.K. STRAITS, CHINA & JAPAN SERVICE.

Vessel	Due Hongkong
"CARMARTHENSIRE"	31st Oct.
"GLENGYLE"	4th Nov.
"GLENAPP"	18th Nov.

Vessel	Leave Hongkong	Discharges
"GLENADE"	19th November	GENOA & LONDON
"CARMARTHENSIRE"	30th November	LONDON & ROTTERDAM
"CARDIGANSHIRE"	23rd November	GENOA & LONDON
"CARMARTHENSIRE"	4th December	LONDON & ANTWERP

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

AGENTS: The Glen Line, Ltd.

The Royal Mail Steam Packet Co.

Owners of "Shire" Line.

Tel. No. 215, sqh. ex. 23.

117

Y. K. K.



YAMASHITA KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANTO MARU No. 1...	REGULAR SERVICE FOR
NANTO MARU No. 2...	FREIGHT BETWEEN
NANTO MARU No. 3...	HONGKONG, BANGKOK
BODEGAURA MARU...	AND OR
KYODO MARU No. 13...	SINGAPORE.
YAMON MARU No. 1...	
ABOSAN MARU	
CHERAN MARU	

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI,

Agent,

For Yokohama, Kobe & Singapore.

Tel. 140 and 155.

115

Cable Address: Kawakisen, Kobe.
Bentley's, A.B.C. 5th Ed.
and Scott's Codes.

Telephone: Sannomiya

3314, 3337.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP.....Y20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MASAYA ASE

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, Bunko, Kozas.

1400

KONINKYKKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN WAERWYCK"

will be despatched on November 11th, to,

PENANG AND BELAWAN DELI.

This vessel offers excellent cabin accommodation for saloon passengers.

Wireless Telegraphy

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574.

Agents.

177

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipments at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Manager, Amoy.

"ELLERMAN" LINE.

(RUEYMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to RUSSELL & Co., Canton.

THE BANK LINE, LIMITED.
General Agents.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To	Sail
SWATOW & SHANGHAI	"SUNNING"	On 23rd Oct.	10 A.M.
SWATOW & SINGAPORE	"CHINUA"	On 24th Oct.	10 A.M.
SHANGHAI & SINGAPORE	"YINGCHOW"	On 25th Oct.	4 P.M.
MANILA, CEBU & ILOILO	"TAMING"	On 27th Oct.	3 P.M.
SWATOW and BANGKOK	"LIANGCHOW"	On 28th Oct.	10 A.M.
SHANGHAI	"SUIYANG"	On 28th Oct.	Noon.
HONGKONG, PAKHOI and HOIHOING	"KAIFONG"	On 30th Oct.	10 A.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Ningbo, (weekly) taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipments at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—
BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Lights and Fans in staterooms and Saloons and Excellent cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 Days).

"QUINNEBAUG"	Capt. J. Medina	FRIDAY	24th Oct. at Noon.
"RAIBONG"	Capt. J. W. Evans	TUESDAY	28th Oct. at 1 P.M.
"HAI TAN"	Capt. A. H. Stewart	FRIDAY	31st Oct. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS "ECUADOR," "VENEZUELA" AND "COLOMBIA."

HONGKONG TO SAN FRANCISCO, VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU. THE SUNDAY BELT. THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG at Noon.

S.S. "COLOMBIA"	Nov. 5th, 1919.
S.S. "VENEZUELA"	Dec. 2nd, 1919.
S.S. "ECUADOR"	Dec. 31st, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cabin, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, LTD.

For further information rates, literature, schedules, etc., apply to

Telephone 41. (COMPANY'S OFFICE) in Alexander Building, Queen Road.

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
PRINZESSIN	29th October	1st Dec.	10th Dec.
KHIVA	1st November	3rd Dec.	12th Dec.
NOVARA	7th Dec.	8th Jan.	17th Jan.

FOR BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DUNERA	15th Nov.	29th Nov.

FOR CALCUTTA VIA STRAITS & RANGOON.

S.S.	Leave Hongkong (about)	Due Calcutta about
JAPAN	24th Oct. at 1 P.M.	15th Nov.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due Yokohama about
GREGORY APCAR	23rd Oct. 6 A.M.	31st Oct. (Kobe)
DUNERA	25th Oct. at 10 A.M.	29th Oct. (Shanghai)
NOVARA	7th Nov.	1st Nov.

Tickets Interchangeable. P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company. 1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge. Steamers and sailing dates are liable to be cancelled or altered without notice. Parcels measuring not more than 6 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES. Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns. For Further Information, Passage Fare, Freight, Handbooks, etc., apply to MAACKINNON, MACKENZIE & CO., 22, Des Voeux Road Central, HONGKONG.

N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

SUWA MARU (omitting Manila)	Saturday, 1st Nov., at 11 a.m.
KASHIMA MARU	Saturday, 22nd Nov., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

KAGA MARU	Friday, 31st Oct., at Noon.
YOKOHAMA MARU	Friday, 14th Nov., at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU	Saturday, 25th Oct., at 11 a.m.
AKI MARU	Wednesday, 19th November.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOKIWA MARU	Middle of November.
-------------	---------------------

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU	End of October.
YAMAGATA MARU	Beginning of November.

CALCUTTA & RANGOON via Singapore & Penang.

KANAGAWA MARU	Sunday, 2nd Nov.
---------------	------------------

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU	Saturday, 22nd Nov., at 11 a.m.
NIKKO MARU	Saturday, 24th Dec., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOSAN MARU	Monday, 17th October.
TAMA MARU	Thursday, 30th October.
KAWACHI MARU	Friday, 21st October.
MISHIMA MARU	Wednesday, 6th Nov., at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, Rotterdam etc.)

DELAGOA MARU (London, Antwerp & Rotterdam)	Saturday, 25th October.
TOYOOKA MARU (Marseilles & Liverpool)	Thursday, 30th October.

For further information apply to—NIPPON YUSEN KAISHA.
S. YASUDA, Manager.

TOYO KISEN KAISHA.**SAN FRANCISCO LINE.**

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
SHINYO MARU	22,000	Oct. 29th
PERSIA MARU	9,000	Nov. 14th
KOREA MARU	20,000	Nov. 28th
SIBERIA MARU	20,000	Nov. 28th (from Kobe)
NIFFON MARU	11,000	Dec. 6th
TENYO MARU	22,000	Dec. 13

* omitting Shanghai

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA, and IQUIQUE.

THENCE, BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIYO MARU	14,000	Nov. 4th
KIYO MARU	17,300	Jan. 6th, 1920.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co. Passengers may travel by Rail between Ports of Call in Japan free of charge. For full information as to rates, sailings, etc., apply to—

Telephone 2774 and 2775.

T. DAIGO, Manager, King's Building.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"SPHINX" ... 20,000	On or about 23rd Oct.
	"ANDRE LEON" ... 20,000	On or about 17th Nov.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT SAID	"PAUL LECAT" ... 20,000	On or about 2nd Nov.
--	-------------------------	----------------------

SHANGHAI	"SCHARNHORST" ...	On or about 30th Nov.
----------	-------------------	-----------------------

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

TELEPHONE 740.

J. TOURNET, Acting Agent, Queen's Building.

O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"CELESTES MARU"	Saturday 5th November.
"ALPS MARU"	[End of November.]

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"SEATTLE MARU"	Monday, 17th November.
----------------	------------------------

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"INDUS MARU"	Tuesday, 4th November.
"SAIGON MARU"	Beginning of November.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"SHISEN MARU"	Saturday, 1st November.
---------------	-------------------------

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"MADRAS MARU"	Middle of November.
---------------	---------------------

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee & St. Paul Railway.

"AFRICA MARU"	Thursday, 13th November.
---------------	--------------------------

JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamer have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"SOSU MARU"	Friday, 24th Oct., at 9 a.m.
-------------	------------------------------

For KEELUNG via SWATOW and AMOY.

"AMAKUSA MARU"	Sunday, 26th Oct., at 10 A.M.
----------------	-------------------------------

For sailing dates and further particulars, please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE" 15,000 tons, 10,000 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING"	Nov. 4th.
"CHINA"	Nov. 22nd.
"NILE"	Dec. 27th.

[An unsurpassed high-class passenger service.]

Prince's Buildings.

O. H. BUTTER, Freight and Passenger Agent, 100 House Street.

Tel. 1913.

